



latitude **38**

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DAVID AND GOLIATH

'Nanook' won the Ranger 23 Championships on San Francisco Bay by not doing as others did.

David (actually his name isn't David, but Dan Fitting) bought his sails from Richards and van Heeckeren. Almost everyone else in the class got their sails from Goliath Sails (actually it isn't Goliath Sails, but we can't sling stones at the competition).

David was fairly new to sailing, and had read those imposing ads which herald Goliath's discovery of the new laws of nature each model year (he had been playing with a Frisbee for years and thought it resembled a tight leech), and which proclaim that Goliath Sails won yet another race, when almost all of the boats had Goliath Sails, including the last place boat.

David decided that if he were to reach championship form, he would have to think for himself, get some real personal help, and some custom sails.

David bought his sails from Richards and van Heeckeren. He didn't just get some quality sails, but a lot of help as well.

The result is history; David Conquered Goliath. What it took was sound and independent judgement, a steady aim, and a finely tuned stone for his sling.

We worked with many a David. The result has invariably been an enjoyable, effective, and long lasting sailmaking relationship; the kind where David gets the help he needs, and we get a shot at Goliath.

PHOTO BY DIANNE BEESTON



"Nanook"*, winning the YRA season championship

Our Davids have done well, indeed. They have vanquished in the battles of the 1973 and 1975 TransPacs, the 1976 3/4 Ton N.A.'s, the Trans-Tahoe, the Frank Stone Cup, twice in the Silver Eagle Long Distance, the Columbia 26 Nationals, a pair of Coronado 25 Nationals, the Cal 20 National, and many, many more. Goliath, of course, is always well-represented,

but it takes more than just numbers. It takes the best.

If you are a David, come talk to us about some custom sails, and some custom service. We'll give you some real custom stones for your sling, and that's no match for Goliath.

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DUFOUR 2800 (038). SAVE OVER \$6000! on this new '77. You have been reading about how the dollar is sliding in Europe — here's your chance to profit from it by buying at pre-devalued prices. Complete with Dufour's long list of equipment, only \$29,960 or \$274/mo.*

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PEARSON 30 (976). SAVE OVER \$5000! on this new '77, when compared to a new '78. Ready to sail including dacron sails, 2-tone deck, carpet, curtains, stove, 2-speed winches and more. Now only \$24,800 or \$227/month.*

CAL 2-29. 1975. We have two of these popular Lapworth designs. Both have diesel, wheel steering, shower, C.N.G. stove with oven and more. One has roller furling, the other a 120% and 150% genoa. Both are very clean and excellent values at \$26,995 or \$247/month.*

COLUMBIA 8.7 (130). SAVE OVER \$5000 on a new Alan Payne, wide-bodied Super-Cruiser? That's crazy! Sounds crazy, but that's how much less our last '77 is than a new '78. She's ready to sail at only \$28,700 or 263/month.*

PEARSON 26 (1424). SAVE OVER \$1700 on this new '77 demonstrator, when compared to a new '78. Sailaway with dacron sails, Johnson 9.9 HP electric start outboard, stove, ice chest, winches, pulpit, lifelines, 2-tone deck and more. Now only \$14,300 or \$131/month.*

ISLANDER 28. 1976 by Bob Perry. Includes Volvo diesel, racing gear, lots of sails, super-comfy interior and more. Only \$27,500 or \$252/month.*

CAL 2-27. 1977. Almost new, 30 hp inboard engine, dacron sails, etc. Only \$20,995 or \$192/month.*

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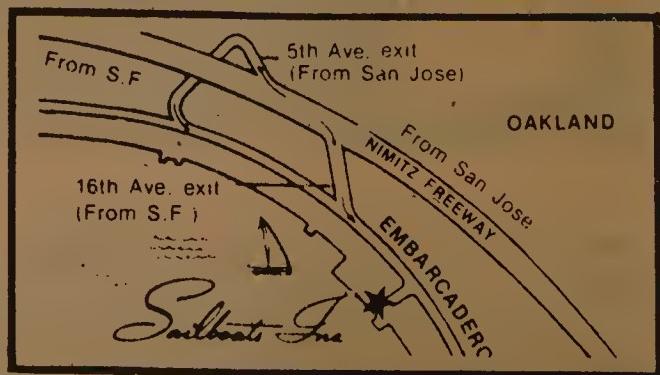
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 30' **WILLARD 8 TON**, save 10K on the world cruiser \$42,995
 30' **ISLANDER '75**, Volvo diesel, MK III interior, good gear. . \$29,995
 30' **ISLANDER '72**, inboard, VHF, depth, DeWitt sails. \$22,995
 30' **PEARSON '75**, inboard, 3 sails, wheel, radio, good gear . . \$25,990
 30' **PEARSON '76**, onboard, sails, wheel, radio, depth \$26,995
 29' **COLUMBIA 8.7**, 30 HP inboard, wheel, radio, instru. \$31,995

29' CASCADE , 30 HP inboard, 4 sails, depthsounder & more. .	\$17,900
27' DUFOUR , Volvo diesel, 25 Channel VHF, diesel heating .	\$26,900
27' ISLANDER , 3 sails, inboard engine	\$12,500
26' PEARSON , '77, almost new, radio, depth, sail-drive OB. .	\$15,995
26' COLUMBIA , '69, 3 sails, radio, and more	\$8,795
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26' CHEASAPEAKE BUGEYE KETCH , . . . a steal at	\$6,000
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Cover Photo of the Wylie Gemini Twins by Mike Monahan.

Two For The Sailor

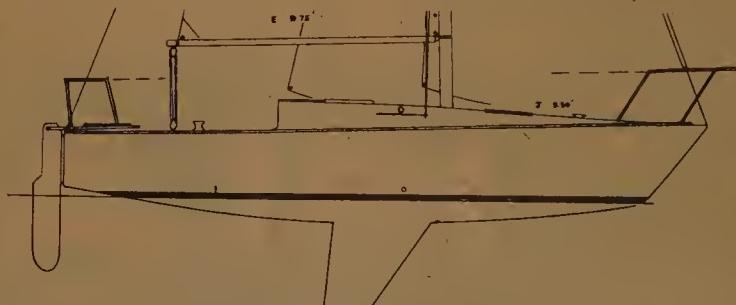
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Dick Seay's LEWMAR REPORT

Lewmar launched the world's first production 3-speed winch in 1970, and the latest automatic push button models are an equally important advance. Look for the Lewmar 'white button' on quality yachts sailing in the Bay Area, like the Swan yachts by Nautor.

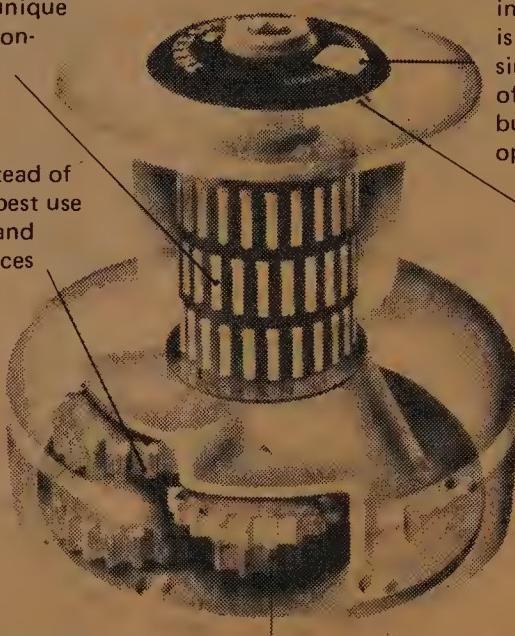
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EDITORIAL

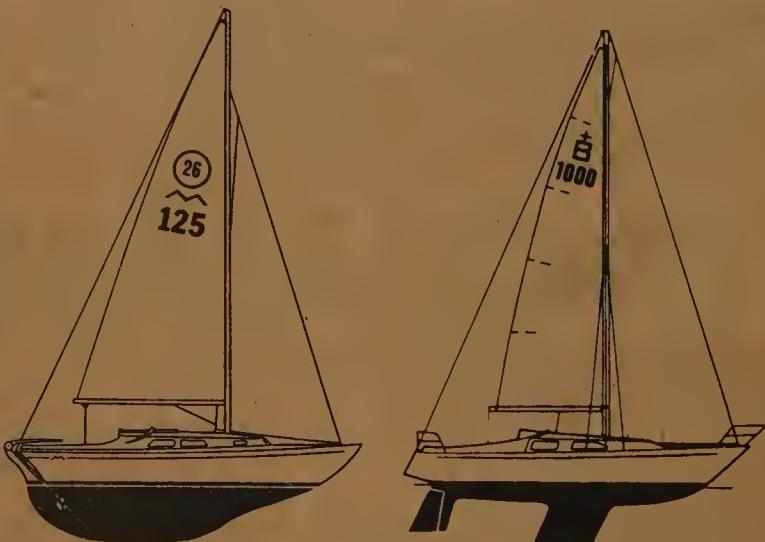
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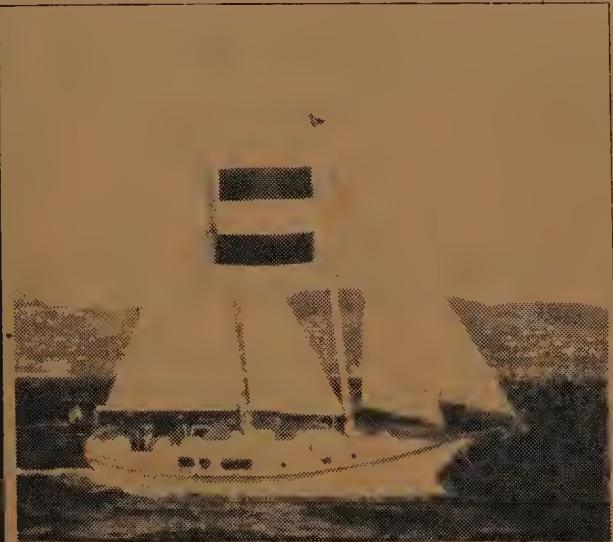
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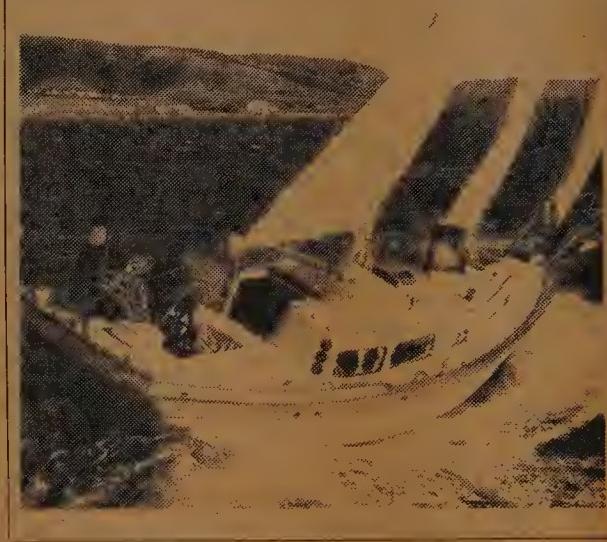
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37' ISLANDER, '74, diesel, shower, refrig, reduced to.	34,900	30' HURRICANE, 60', 5 sails, Sausalito berth	16,500
36' CAL, '68, 7 sails, 8 Barients, very strong	34,500	30' CHANCE, '74, long cruising/racing inventory.	31,500
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36' ISLANDER, '75, diesel, spinnaker	44,000	28' ISLANDER, '76, diesel, very clean.	28,950
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—Doug Wilde

25 february

hawkfarm ladies day race - ryc

18 march

oc women's invitational - ryc

25 march

city of san francisco cup

26 march

farralon singlehander race

31 march

sf bay in - the - water boat show

1 april

lorelei cup race - scc

1 april

el toro bullship race

4 april

perry cup series (mercury)

30 april

opening day

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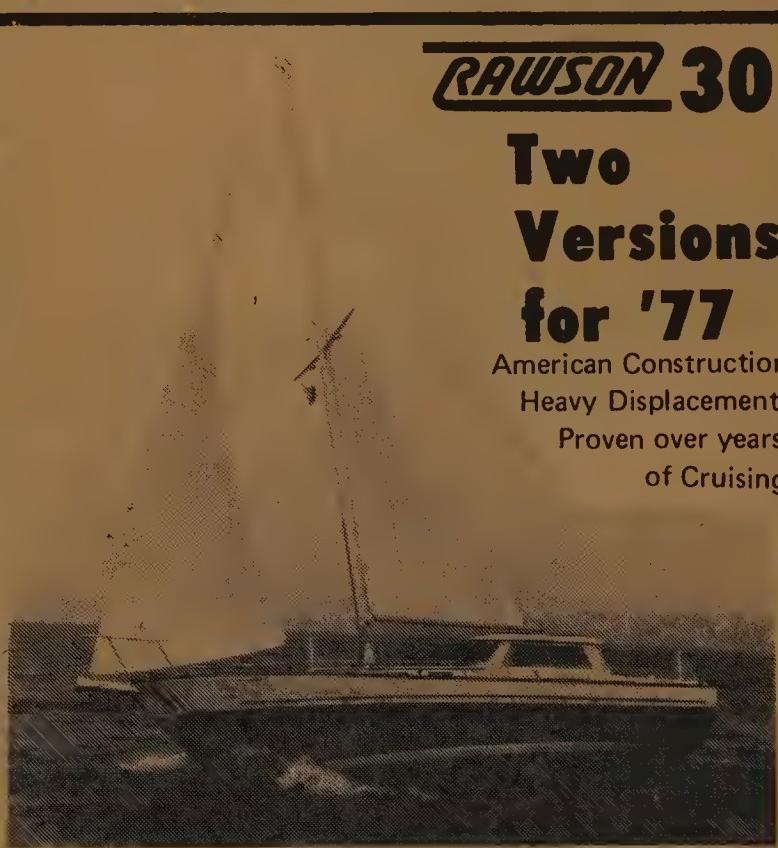
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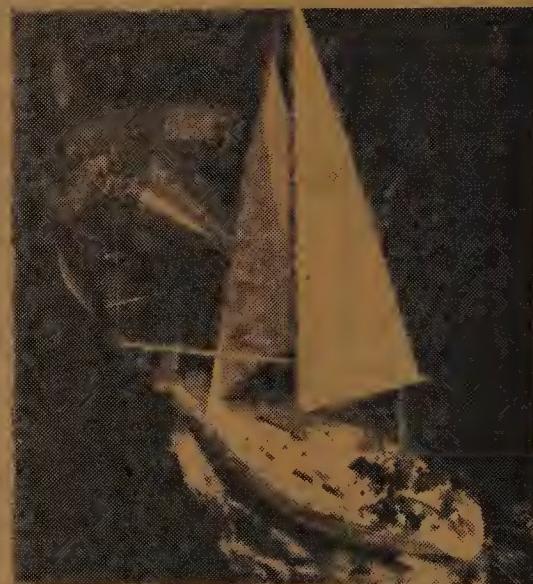
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34

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LETTERS

Latitude 38,

I have read with some interest your recent articles on the Spirit tragedy and the lawsuits that have followed in its wake. I have also read with some interest the letters to you in response to your articles. I read with particular distaste the letter from F. Peterson of Stanford, California where he blames it all on the "parasitic blood sucking lawyers".

As a lawyer of eleven years and a sailor of thirty years, I was most disturbed to read about the lawsuits that resulted from the sinking of the Spirit. I have never been involved with a lawsuit involving a boating accident, either as a lawyer or a sailor. The lawsuits described in your articles are most unusual to say the least. However, your readers should understand that no lawsuit can be brought by any lawyer without the active cooperation and consent of the client. It is the client's case, not the lawyer's. Nancy Perry and Camilla Arthur's estate can call off the lawsuits any time they choose to do so and their lawyers must agree to that decision.

I would like to suggest to Latitude 38 that it contact Mr. Jim Michael in an attempt to get reliable information on this subject. He is a partner in the law firm of Pillsbury, Madison & Sutro and a yachtsman of considerable reputation in the Bay Area. Perhaps he would be in a position to make an intelligent comment as to why these lawsuits are being maintained.

Sincerely yours,
Bruce H. Munro

Bruce — We tend to think that Mr. Peterson's remarks that lawyers are responsible for the suits and they are doing it to fill their coffers is an outburst of frustration. A frustration that we share with many sailors.. If Mr. Peterson did indeed mean what he said, he will probably be overjoyed to learn that suing one's lawyer for malpractice is becoming popular.

Might, however, there be some truth in the notion that the lawyer's have more than a little responsibility for filing the suits? It seems to us that your statement "It is a client's case, not a lawyer's" may be true, but not completely accurate. Laymen like ourselves know almost nothing about our incredibly complicated legal rights and responsibilities and must rely heavily on the advice of a professional. If we were to consult a lawyer about a possible suit, we would probably act on the basis of his professional opinion as to file or not file the suit. It may be our case, but who are we to dispute with his counsel we are paying to get? We, the ignorant laymen, are put in the position of having to pass judgement on the opinions of the professional — an awkward situation for sure, one requiring the most scrupulous soul searching on the part of the lawyer.

You also state that Nancy Perry and Camilla Arthur's estate can call off the lawsuits any time they choose, but is it really that simple? We bring this up because of a reliable second-hand report we heard of a chance sidewalk meeting between Spirit plaintiff Nancy Perry and defendant Ellen Jackson. Ellen Jackson apparently asked Nancy Perry (they had known each other prior to the sinking) why she was suing. As we understand it, Nancy Perry responded to the effect that the suit had already gone so far that the legal expenses were so high that they couldn't stop the suit. We realize that if Nancy Perry did make such remarks it might well have been only to extradite herself from an understandably uncomfortable situation. Nevertheless, it does raise an interesting question; how 'free' is a client to call

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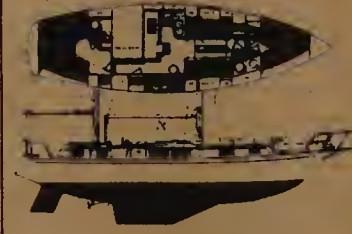


LOA	37'	Disp.	19,500
LWL	32'	Ballast	8,000
Beam	11'10"	Sail area	614
Draft	4'9"		



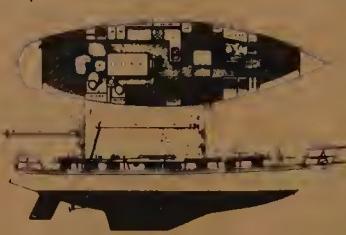
Gulfstar Cruising 37'

Center Cockpit			
LOA	42'7"	Ballast	8,000
LWL	33'	Sail area	691
Beam	11'10"	Ketch	731
Draft	5'	Disp.	23,000



Gulfstar Cruising 43'

LOA	50'	Ballast	10,500
LWL	39'8"	Sail area	895
Beam	13'8"	Ketch	963
Draft	6'	Fresh	
		Water	210
Disp	35,000	Fuel	100



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LETTERS

off a suit after racking up substantial legal bills. Can a client really afford to call off a lawsuit anytime they choose?

We certainly don't mean to suggest that the lawyers are to blame for the filing of the suit, but we do feel that they would be a major motivating factor.

We appreciate your suggestion to contact Jim Michael at Pillsbury, Madison & Sutro. We will do so. Previously we had tried to contact the particular lawyers involved with the case; we were told by their secretarys that they were very busy and would be until the case had been completed — whenever that is.

Latitude 38,

Just want to add my name to the growing list of desirers of a "Beefcake" calendar. Please break out of the sexist mold, and grant us female sailors an "easy-on-the-eyes" tasteful male nude calendar.

Irene Giobbe
Half Moon Bay

P.S. I have a candidate nominee if you need one (to pose for the shot) — it should be as authentic as possible.

Irene — We don't really know how to break the news to you delicately. We couldn't add your name to the "growing list of desirers of a "Beefcake" calendar", because you are the only one on the list. We don't understand it, we've gotten hundreds of requests for the "Sailing Pervert's Calendar", but yours is the only one for a "Beefcake" edition.

Since yours is the only request we can't afford to publish a "Beefcake" calendar. We do however believe you should be awarded with your forthrightness — would you accept a 'tasteful' dinner at the expense of Latitude 38 (perhaps with your nominee) as reasonable compensation? If so, give us a call and we'd be most happy to accomodate you and the man of your choice.

Latitude 38,

Please find enclosed \$1.50 for that poor woman who is (hopefully) making her fortune selling her photograph to sailing perverts.

There are a few in our office, and they feel working would be just that much more pleasureable if they were able to indulge their fantasies on a regular 8-5 basis. (What they do now - ???). Therefore - if you haven't already been so besieged that no perverted calendars are available - please send one along.

Personally, I'd take one good looking boat to a good looking man, any day.

Thanks,
Shelley

Office of Gary Mull, N.A.
Alameda

Shelley — You should have the calendar now, or in a few days, and we'll pass the \$1.50 along to our model for more cold medicine. We agree with your sentiments about preferring a good looking boat over a good looking man — boats are much less vain and not nearly as expensive.



Jim and Dulany Young sailing their Valiant 32.

Valiant 32, the yacht the brokers bought.

"A shakedown cruise of a new yacht normally is loaded with the unexpected. We complicated the situation by taking delivery of our sailboat in Puget Sound this fall.

"After our second gale increased to a full storm (winds were in excess of 70 knots), we had some doubts of our timing, but never did we question our new Valiant. The 32 performed better than our highest expectations.

"For more than a year we had been looking for the best cruising sailboat for a couple. Working as yacht brokers enabled us to climb aboard every production boat as well as many one-offs.

"Admittedly, we were difficult to please and would accept few compromises. When you trust your life to an offshore boat, there is no room for compromise. We wanted a boat that would carry us and our gear and provisions anywhere, in any conditions.

"We needed an extremely strong hull, but rejected those boats that are too heavy to sail out of their own wake, as sailing performance is second only to safety. Our search was totally frustrating until we sailed the Valiant 32.

"For us, it is the perfect boat. Thank you, Valiant!"

Jim and Dulany Young
"Lyra," Valiant 32 #119



Designed by Robert H. Perry

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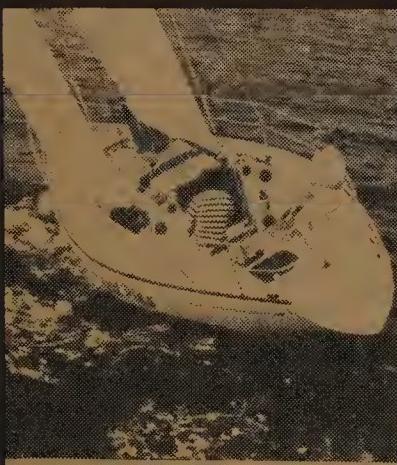
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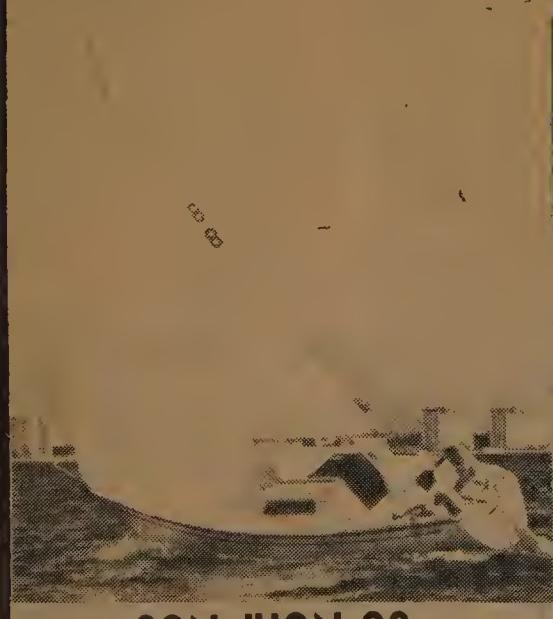
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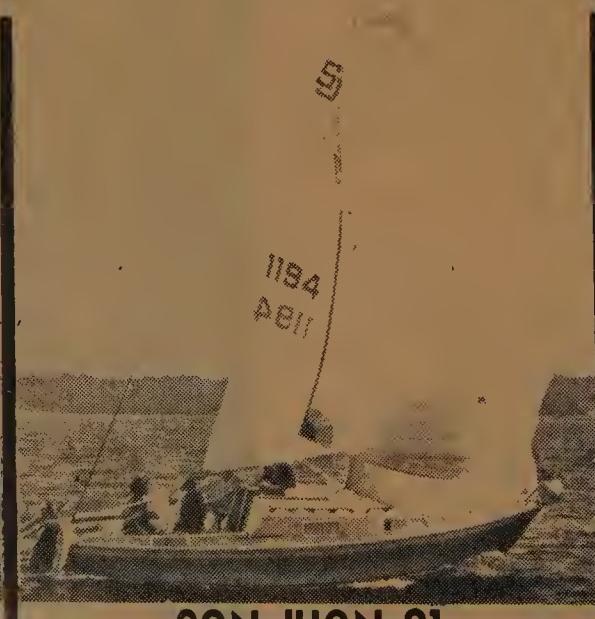
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LETTERS

Latitude 38,

I want to congratulate you on your neat little magazine and particularly on a really important contribution I feel you are making to boating safety — one which the "slick" yachting magazines have long neglected.

I am talking about some of the boating accidents that happen in your area and at sea, (Countess and Spirit are examples)..

This is something that Flying magazine has regularly done for the pilot. The news media give inadequate details, and little or no follow up information about boating mishaps.

I think understanding the why and how of these events is very helpful to other yachtsmen and could help prevent future disasters.

Robert Morris
Concord

Robert — We agree with you completely, and never understood why the 'slicks' ignored these stories. Recently, we had a chance to discover why. Yachting magazine got a hold of our two part story on Spirit, and in an editorial meeting it was decided that such a story was 'too controversial' and that advertisers might get upset.

We feel that this attitude has made most of the slicks a little sterile and boring as well as painting a somewhat deliberately false picture of sailing. We plan to keep publishing these stories in the future. The people we'd like to thank are our advertisers who have the perspective and courage to support us when we print what some people might construe as 'negative' articles. We hope you'll help us by supporting these advertisers.

Latitude 38,

I think your publication is very fine, and the quality of your writing excellent. I hope you can go into slick paper soon and show how you can outdo the other magazines.

In the meantime, I'd like you to run the enclosed classy classified for me.

Numbar Deombeleg
Castro Valley

Numbar — Thank you for the classy classified and the good words.

Sometimes we daydream and fantasize printing Latitude 38 as a slick, but I doubt it will happen. Slick paper increases costs phenomenally, we have to charge more for ads losing lots of good small local businesses who couldn't get their products across, and we'd have to charge for the magazine which we don't really like to do. Besides, we're not trying to outdo anyone, we're just trying to give northern California sailing the coverage it deserves.

Latitude 38,

I appreciate your story about me in "Profile in Courage" in your February issue. However I must demur from your photo-caption designating me as the "Bay Area's 'biggest' yacht broker". That appellation rightly should belong to our dear friend Albert Schultz of Wave Traders.

By the way, the picture in the story was of the former Dick Levine. The present one is taller, thinner, handsomer and more humble. He's known hereabouts as 'Sausalito Slim'.

Dick Levine
Sausalito

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342-5278

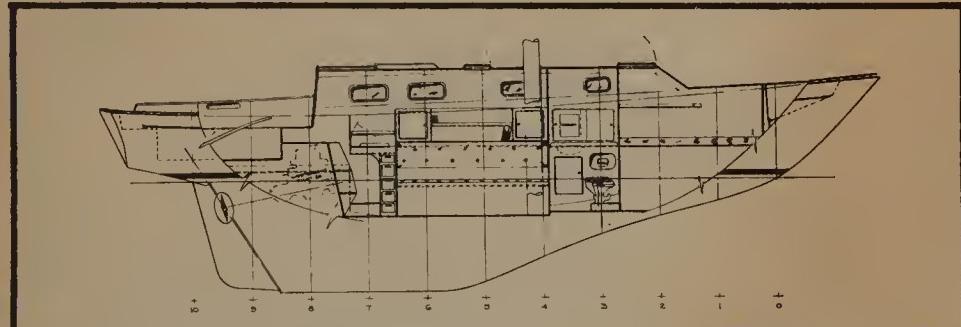
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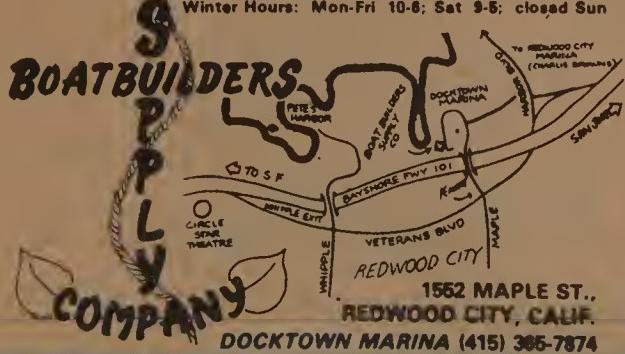
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SIGHTINGS

in san diego it pays to save

Yachtsmen have long been accustomed to the excellent, immediate, and totally gratis services of the Coast Guard. Though in "immediate danger" is the official criterion for rescue, yachtsmen have routinely called the Coast Guard for relatively minor inconveniences such as running aground or running out of gas, and usually such a call has resulted in a "freebie" tow.

San Diego yachtsmen have discovered a recent drastic change in that practice.

The reason? Private enterprise, in the form of San Diego Towing and Salvage. Unless you are truly in "immediate danger", (i.e. sinking, beaching, burning, or seriously ill or injured) the Coast Guard must back off in their presence.

The owner, two former Coast Guardsmen, will respond to a call for the base rate of \$50 per hour in the ocean, or \$35 per hour in San Diego Bay. There is a one hour minimum and charges to include running time from their dock.

It's enough to jolt you into sharpening up your navigation and maintenance skills, or at least laying in extra provisions in case of that long, long, wait for high tide.

—Sue Rowley

Latitude 38 was interested in finding out how the towing program was working out in San Diego. We spoke with some folks at the San Diego Log, an excellent free San Diego waterfront publication.

The Log told us that if you were not in immediate danger that the Coast Guard was required by law to back off if there was a private towing and salvage company there to take care of the situation. The Coast Guard sees its position as being like that of the Highway Patrol, they are only there to help in an emergency or when other aid is not available. The Coast Guard does not view themselves as a towing service.

The reaction to the service among San Diego sailors has been mixed. Some yachtsmen feel that if someone runs aground or out of fuel it serves them right for being so careless or stupid. Others feel the private service would be fine if their prices were not quite so high.

At the other end of the spectrum there are those who consider the system an outrage. They view San Diego Towing and Salvage as 'ambulance-chasers' who listen in on Channel 16 for distress calls and then swoop down like vultures upon someone's misfortune. The question has been raised whether or not a private company can 'overhear' VHF communications and use that information for profit.

Recently we were told there was quite a storm in San Diego (25 knot winds and such) resulting in blown out sails, spreaders breaking, a dismasting, and a young man being terrified out alone in his father's large power cruiser. The young man was lost, he was scared, and he didn't even know what kind of boat he was on. Apparently, San Diego Towing and Salvage declined the job, and therefore it was left to the Coast Guard.

It will be interesting to see how the service works out over a period of time. Certainly there is the potential for problems. What if a private towing service were to arrive on the scene of a grounding, decline the job, and the boat be lost because the Coast Guard had already headed home? Can you visualize the lawsuits?

Coast Guard rescue services are without a doubt often abused, and maybe private companies charging money is a way to keep yachtsmen out of foolish situations. We don't know if the company in San Diego is on the right track or not, but something ought to be done to keep people from viewing the Coast Guard as an ocean going AAA road service whose membership comes free with the purchase of a boat.

where will it end colin?

Remember last year's first Colin Archer Memorial Race? If you don't it's not our fault, we ran a story on it complete with photographs. Anyway, it was an extremely enjoyable event for all those who participated.

This year's race will be sponsored by the Encinal Yacht Club and is tentatively scheduled for April 15. The course will be similar to the one used in the first race; a start in the Oakland Estuary, a leg just a wee bit out the Gate, and a final leg back to the starting line in the Estuary.

The rules are simple; sail the course without a spinnaker and don't use your engine.

The race will be followed by the serving of thirst quenchers and dinner at the Encinal Yacht Club the evening of the race. Evening festivities will include the awarding of trophies.

The racing fleet is expected to be much larger than it was last year, when all the division finishes were unbelievably close.

Reportedly a president of a boat manufacturing company is having one of his boats built especially to win this year's race. Apparently he is just dying to win this year's event. We think it would be a wonderful gesture if all the local sailors showed this fine fellow what end of their boat is the stern.

Did we mention that the Colin Archer Memorial Race is limited to "double-enders"? We did not. Well it is.

Tom Kimball is the man in charge of organizing the event, he can be reached days at 521-7200 or evenings at 521-0901.

powerboats are made to be seen not heard

DNOD would like all powerboaters to be cognizant of the fact that there are specific noise limitations on engines. If your engine is too noisy you are subject to a \$50 fine and/or 5 days in the slammer where you can make all the noise you want with your powerboating friends.

How can you tell if your engine is quiet enough? Ask a sailor if he can hear it — if he can't, you O.K.

SIGHTINGS

a proposition for female sailors

April 1st the Sausalito Cruising Club is holding its 4th Annual Lorelei Perpetual race open to all women sailors. The trophy is named after Lorelei, the Ericson 35 that won the first version of the race. We are told that it is the biggest trophy at the Cruising Club, which means that the club either thinks a lot of women's racing or not much of trophies.

All women with keel boats are invited to assemble an all-female crew and have a go at it. All boats will be handicapped and sail a course that is at least 10 or 12 miles. The idea is to have a real race to test women's sailing ability, not a pansy "See, I can sail, too" affair. Boats may be entered in either spinnaker or non-spinnaker divisions.

A dinner will be held after the race (make reservations please), after which Diane Beeston will be giving a slide show of her excellent sailing photographs.

In its short history the Lorelei Race has provided some great competition for women that is often hard to find. Dianne Chute won the first race in an Ericson 35; Jocelyn Carrick Nash the second in a Hawkfarm; Betty Adam won last year in a Peterson 25 "Rumrunner". That's good company to race in.

Interested women should call Paul Klimpfel, Race Chairman at 861-7865 for further information about the event.

from the same city that brought you bully waterman

Many sailors had high hopes that 1978 would be the year that AB 130 would become law in California, thus decreasing personal property taxes on boats by an average of 50%. It didn't pass, and according to Dixon Arnett who sponsored the bill, there is little point in trying to introduce similar legislation at this time.

Two San Franciscans were instrumental in sinking the bill.

Chairman of the Assembly Ways and Means committee, Willie Brown was one of only two assemblymen in the Revenue and Taxation committee who voted in an attempt to keep the bill from even reaching the full Assembly. 12 others voted to pass AB 130 on to the Assembly for their consideration.

The final vote in the Assembly was 51 for, 25 against — just three votes short of being passed. Willie Brown and Lawrence Kapiloff of San Diego were two who spearheaded the opposition to the passage of the bill. Perhaps the killing blow was dealt by San Franciscan Leo T. McCarthy, the powerful Speaker of the Assembly, who was a last-minute surprise speaker against passage of the bill. If Leo had kept his mouth shut, it is widely believed that the bill would have passed and you could have gone out and bought lots of goodies for your boat with the money you saved.

As it stands now, boats, horses, and airplanes are the last items that are still subject to personal property tax. One of the big goals of the bill was to lower the tax rate on boats to that assessed on airplanes.

When the time comes for you to sign your check for your boat taxes (or spend March first 'in transit' at Angel Island), think of Willie and think of Leo. These are the fine fellas that represent the city that owes its existence to sail.



chicago

chicago

chicago

It's not our kind of town. It may be the windy city and that's good for sailing, but you won't find us sailing in any refrigerator.

onward christian sailors

Way down in south California, San Diego to be specific, Bruce Gillispie is putting the final touches on his 35' cement cutter Dawn Treader. Dawn Treader is to be the first of one hundred boats operated for "Youth With A Mission", an international Christian organization. The sailboats will be used to spread the gospel throughout the south



So what's Bill Weigman doing shoveling snow off his Rafiki 37, Willshe? Darned it we know. Probably something about neither rain, nor sleet, nor snow, nor drought, nor divorce, etc., will keep a sailor from mucking around his boat.

It's lucky when you live in north California.

Pacific and Asia.

We thought the missionaries had already covered that territory a century or two ago. Who knows, maybe they are going to spread the gospel to Americans in those places. But who can blame Bruce, we'd rather spread the gospel in paradise than in Chicago, for example.

a little magic in mexico

Audiophiles like dueling tubas, sailors prefer dueling maxis. The last dueling maxi-racers of local interest was that of the San Francisco based Blackfin and Windward Passage. The newest duel is between a couple of lightweight biggies; Bill Lee's Santa Cruz based Merlin and Drifter, built and owned by Harry Moloscho of Long Beach. The current rivalry between the 69' and 67' ultra-lights is spiced by the fact that Merlin was supposedly to be built for Moloscho. When he backed off, Lee went ahead and built the boat; only months later Hustlin' Harry turned up with a boat that looked a hell of a lot like Merlin.

It's been fireworks ever since.

Merlin drew first blood from Drifter when the Santa Cruz boat nipped Drifter by a mere 19 minutes enroute to her record smashing TransPac run. The second meeting of the two boats was the La Paz race held this winter, and Merlin led until the last three miles when Drifter overtook her for first-to-finish. Merlin still won on corrected-time, but both of these boats are designed to finish first, so it was really a split decision.

Merlin and Drifter went at it again in the just-completed 1,140 mile race from San Diego to Manzanillo sponsored by the San Diego Yacht Club. Merlin clobbered Drifter, finishing almost 6 hours ahead, and smashed Ragtime's record for the race by almost 2 full days. Score the series: Merlin 2½, Drifter ½. Actually the record smashing wasn't such an astounding feat since the race has only been run twice since it replaced the old San Diego to Acapulco Race. The Manzanillo Race ends up at the notoriously plush Las Hadas resort for billionaires which probably is a partial explanation for the large fleet that made the run.

Other northern Californians did well in the race, too. Les Harlander skippered his beautiful black C&C Mirage to first place in Class B. Robert Cole did well, taking 3rd in Class B, and William Chapman of the St. Francis sailed Bones V to 3rd in Class C. Other local boats were entered in the stormy race, but we do not have all the results at this time.

we do it all for you, you perverts

Pestering perverts have very little faith. We know because one or two have suggested our Latitude 38 Sailing Perverts Calendar doesn't really exist.

The truth of the matter is that for a long time it didn't. We tried to get it done, but every time we went out to shoot either it rained like crazy or there was no little wind. We know perverts are picky people and that these conditions would not be appropriate for a calendar they would find satisfying.

On February 5th we finally got good pervert's weather. It blew like stink! In fact it blew so hard that in a period of one hour 6 people were literally pitched out of their sailboats into the bay and a 70-foot barge broke loose on the San Francisco waterfront. Fortunately, nobody was apparently hurt too badly, and we got the picture for our 'get rich quick' calendar.

By the time you read this, many of you will have your calendar already, the rest are in the mail (and this time we're not kidding!) As for you perverts who haven't sent in your \$6.00 for the calendar and the year's subscription to Latitude 38, it's time to cough up the bucks. Afterall, we printed a limited number of calendars and heaven knows there's an unlimited number of perverts sailing around.

FLYING FIFTEEN

FEATURES

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BEAM 5'	JIB: 50 sq. ft.
DRAFT 2'6"	SPINN: 150 sq. ft.
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MODEL	LIST	OUR PRICE
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Seth Thomas

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1504 Barometer	135.95	\$89.00
1606 Base	44.50	\$33.38
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2326 Capstan	69.95	\$52.46

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The America's Cup Jacket 'Commander 404' is a jacket you will always feel comfortable in, whether near the water or not; and it's Coast Guard approved!!! It has a hidden storm flap, a concealed hood, a hidden storm cuff and is water resistant. List: \$61.37. Our Price: \$38.95.



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Catalog Mailing - March 1978

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BROOKLYN BASIN

MANY ERRORS

Dear Editor:

Your article in the February 1978 issue of "Latitude 38" titled "What's Going on 'There'" commencing on page 45 contains many errors and misimpressions. Just to mention one, on page 55, the article states "We asked the man at DNOD if they had ever, in their history of many grants made some accomodation or allowances for any private businessess. He said, maybe, but he didn't know." This is a misstatement and a misinterpretation of what the man said. To suggest or imply that we don not make accomodations or allowances for any private enterprise is simply untrue. Private enterprise is flourishing at DNOD-financed public marinas in San Leandro, Emeryville, and Berkeley to mention just a few.

As stated earlier, there are other misleading statements in the article. But rather than try to answer them all and to avoid similar problems in the future, may I suggest that if you have any questions about DNOD's program or projects you write to us and we will respond with a letter.

Sincerely,
Marty Mercado
Director, Department of Navigation and
Ocean Development.

A PROMISE MEANS SOMETHING

Dear Marty Mercado,

We are sorry to hear that you found Latitude 38's article on the situation in Oakland's Brooklyn Basin to be erroneous and full of misinterpretations.

We did our best to be accurate, basing the article on information either given to us or confirmed by officials at the Port of Oakland and DNOD. We felt that we clearly understood what they were saying to us. Sometimes we couldn't believe they meant what they were telling us, but they finally convinced us.

It's Latitude 38's policy to check our information whenever possible. We attempted to see a copy of the proposal submitted to DNOD by the Port of Oakland, and a copy of exactly what DNOD approved. When we went to Oakland to see these documents we were told that only one man knew where they

were — he was on vacation and would not be back until past our deadline. We decided to take the officials we spoke to at their word and went ahead and printed the article.

Our efforts to write the article were hindered by those we talked with at both the Port and at DNOD. All were evasive and refused to be quoted and left us with the feeling they wished we would take a dip in the ocean. In fact, at one point in our research we were informed that the Port and DNOD were going to meet to rediscuss the future of the businesses in question in Brooklyn Basin, and that it would be best for the businesses if Latitude 38 stopped 'poking around'.

We only had one question about the entire project: Why won't those marine businesses that have prospered and served the boating public so well in Brooklyn Basin be able to operate with similar facilities when the project is completed — as promised by the Port of Oakland?

Latitude 38 has been disappointed by the pervading heartless sentiments expressed by officials at both the Port and DNOD. At both agencies we were given the very distinct impression that in the course of big projects little businesses have a tendency to get crushed. We were made to feel foolish for not realizing that this is a 'reality' of life.

We feel that a promise, even if it can't be kept in its entirety, means something. We feel that the marine businesses that stand to be destroyed and the people who face losing their jobs at least deserve a genuine attempt at some type of accomodation. We deeply regret we have seen no evidence of this or even sentiments to that effect. To lose your job or business because a promise was broken is a slap in the face; to have your business squeezed out to be replaced by an identical one is a kick in the groin.

These are good people and businesses that have served the boating public well. Would it not also further serve the same boating public if the Port and DNOD worked together to make good on the Port's promise?

Perhaps you, along with the appropriate folks at the Port of Oakland can explain the situation and its problems. We tried, but apparently have failed miserably.

Regards,
Richard Spindler

STEVE & JUNE

A YEAR AGO IN ENGLAND

Here we are still in the frozen north. We've sailed Syrinx twice now and she sails beautifully; she is stiff and well-balanced. The mast has a little too much rake but it will have to stay that way for now.

We've got things pretty homey now. We put in a Taylor 066 heater like we had on Sea Giant, it's working well. It's a good thing too, it's been frozen for a week, it's snowing just up the coast. The sea water probably won't freeze, but everything else is. We are about ready to leave River Black water for the south coast — Cowes, Dartmouth & eventually Falmouth. The question now is when will the weather let up. It's been steady F 8-10 in Biscay with SW gales for two weeks. As I write this the radio is playing "Surfin' USA", Beach Boys. Ha. Ice skating would be easier. Radio Caroline is an old pirate station still going — it's the only good music available. BBC is nowhere, but good WX reports.

The last few months have been very trying and very tiring. I'm feeling quite worn out. That, and the weather & being two months behind make me wonder, "What am I doing here?" My visions of a summer outfitting and then sailing to the Continent, Spain, Canaries, and across the Atlantic are a long way back now. Night sailing with iced decks should be interesting.

Getting things done and finding parts has been very frustrating, probably the most difficult part of all. Shops don't stock anything useful. Everything we normally thought about England being, is past. Simpson-Lawrence doesn't make all those nice little goodies anymore. Even Taylor stoves are all screwed up. Our friends Dan & Nancy have a new gimballed stove. It's been installed 2 months and its been 'fixed' by Taylors 6 or 8 times and still doesn't work. Two other boats have had the exact same experience with Taylors.

Well, we got it as together as it's going to get for now and we're rarin' to go. If you have a map, we're near W. Mersey Island in Tollsby, just on the NE edge of Thames Estuary. The Estuary is a very tricky place indeed, about 20' of tide and some of the sand bars (dozens of them) dry out 6-8' at low water. It's a big maze with lots of current and no landmarks. It's the toughest part of our trip.

It's the next night now. We went to

see some slides of a friend's trip sailing to Norway and the Baltic during the last two summers. It was very beautiful but cold on the west side of Norway. It was warm but expensive in Denmark and Sweden, and was crowded in S. Baltic. The scenery was much like Vancouver. They got becalmed a lot in the Baltic and hit headwinds trying to sail north on the west coast of Norway.. The Norwegian people were nice and very helpful all around.

One nice thing about the east coast of England is the barges. There are still a lot of Thames River barges sailing and being restored. Quite a few pilot cutters and smacks & trawlers too! But many need more care than they get. People don't have as much money to spend on their boats so you see more mini-cruisers and old boats perpetuated on low bucks. Tollsby where we are now is an old J-Boat center. Lots of old hands around from the 'Big Boat' days here. In Heybridge Basin where we were for a month or two had half a dozen Thames barges; one, Edith May was and still is one of the fastest. Saw some barges after a race up Thames River to London that were very nicely outfitted.

Seems we could make a try at leaving for S. coast tomorrow.. It depends on the weather, sounds OK at 0633 in the morning.

(Didn't sail that day).

We had a main, staysail, & jib made by Cranfields of Burnham on Crouch. They do very good work for about the same cost as Lucas (a bit better work and nicer folks). For about \$2,000 we got extra heavy duty, triple stitch heavy (soft finish) cloth with 4 reefs in main, as well as covers and spare cloth for all. All sails are great and so was the service — a good feeling. We put an Aries Series II on and it works great, we actually short-tacked up the River with it. I'm really coming to like our engine, it's a Perkins 4-236. Mostly its just mellow sounding after the Jimmy Nissan two stroke scream. It just bubbles along.

Well, now it's tomorrow. At 1 a.m. the frost melted and it started to blow from SSW and got up to F 8, but its over now and it only lasted 5-6 hours — very fast, deep low, 954 mb. I'm not sure but it must have gone by at 30-40 mph. It was F 11 just off Landsend this morning, glad we weren't there. Maybe we will go tomorrow, things look fine right now.

Incidentally, it's about 3 days after the start of this letter and the WX is still the same but slightly better. June got the flu last night. Night before I drank 4 pints of Abbots Beer from a keg and woke up with a cold and a hangover. Just barely recovered two days on now. And so it goes.

Ah ha! Haven't had a chance to mail this yet, so I'll add a long P.S. We left on an unusually good bit of weather last Thursday, and spent the night on a buoy. Then went down the Channel on a sunny day around the Estuary of Thames instead of across the sands. Had a good sail past Dover, got slightly headed then it veered to make a nice close reach which then went flat so we motored a few hours. Wind got up again and we sailed west down the S coast past the Isle of Wight but didn't stop until Plymouth the next afternoon. Ran out of fuel in Plymouth Harbor, tied up, found and fixed a major electrical bug that had me baffled for weeks. Also found alternator pully loose and quite destroyed, fixed that (Cruising is fun).

All in all about 2-3 days of more running around finding pieces, parts, and places to get together to go out and tear up pound notes while standing in freezing downpours. Actually we had a nice sail to Plymouth. Got up at 0300 this morning and headed for Falmouth, our jumping off spot to cross the dreaded Bay of Biscay in December (worst month for westerly gales).

So here we are at last in Falmouth the great English doorway to cruiseland. Falmouth is nice and quaint. There is a big shipyard here for repairs to tankers, etc., but it's not a port of trade. So the town is not industrialized. We managed to clear customs & get travel checks today in a big rush so we are actually able to leave if the weather will ease off. Bay of Biscay is a nasty place, you are supposed to make 400 miles of west to clear it, but the westerly gales are 20% of the time. Biscay's reputation is worse than its bit for us. It could be a very difficult sail. Things really depend on the weather now; if it gets worse we could be here for months waiting. If its starts to look good we should make a run for it. Only 10-12 days out should put us in warm trades. The temptation is great. We don't know this boat very well, but I think it is a good one. I know there are unfound bugs

STEVE & JUNE



Steve and June Jones are local sailors, both about 30. They are local in the sense that they always seem to be leaving from Sausalito.

The letter printed on these two pages was written in late 1976 - early 1977 as they were preparing to leave England in their newly purchased 40-year old, 42' teak cutter.

The boat pictured at left is their old boat *Sea Giant*, which they sailed from Sausalito to the South Seas for two years, and back to Sausalito. *Sea Giant* was originally a pilot boat built by Madden & Lewis, later it was used to run rum, and even later it was used as a tow boat. Steve had worked on *Sea Giant* when she was powered with 3 Chrysler Nissan engines; he later took possession of her for back wages and a little cash.

Steve and June, with the help of local boatfolks made *Sea Giant* into a gaff-rigged ketch. *Sea Giant* is 50' long, has a 12' beam and draws about 6 feet. One her way to the South Pacific she carried 12 to 15 crew to Hawaii. Steve and June sold *Sea Giant* when they returned to Sausalito, and with the proceeds went to England searching for their next boat which is *Syrinx*.

Latitude 38 has a recent letter from them, written a year after the one published on these pages. We will print it next issue.

How can they afford to go cruising if they aren't rich. We've never really figured that out, except that they both work like crazy when they work (they take turns working 6 months at a time), and just have a knack for getting things done. Disgusting aren't they?

but feel we can handle most of the possible failures. We're as ready as we can be considering. Hope our next letter will be south of Latitude 30.

WE MADE IT! in three gales and 14 days out of Falmouth. *Syrinx* is a fantastic fast, safe vessel.

It was a very nerve-racking, tiring passage, but now we're in shorts and straw hats and that makes it all worthwhile.

The north Atlantic is a cold scary place in January. Madeira is very far out! Mostly Portuguese fishermen and they're

Sea Giant in Sausalito

very mellow. The island is like the Andes inland; very steep and green.

Going to Teneriff, Canaries, soon. A week or two there and then across to Grenada or Barbados.

Hope life is fine at home.
January 1977 Steve & June Jones,

A LOOKER



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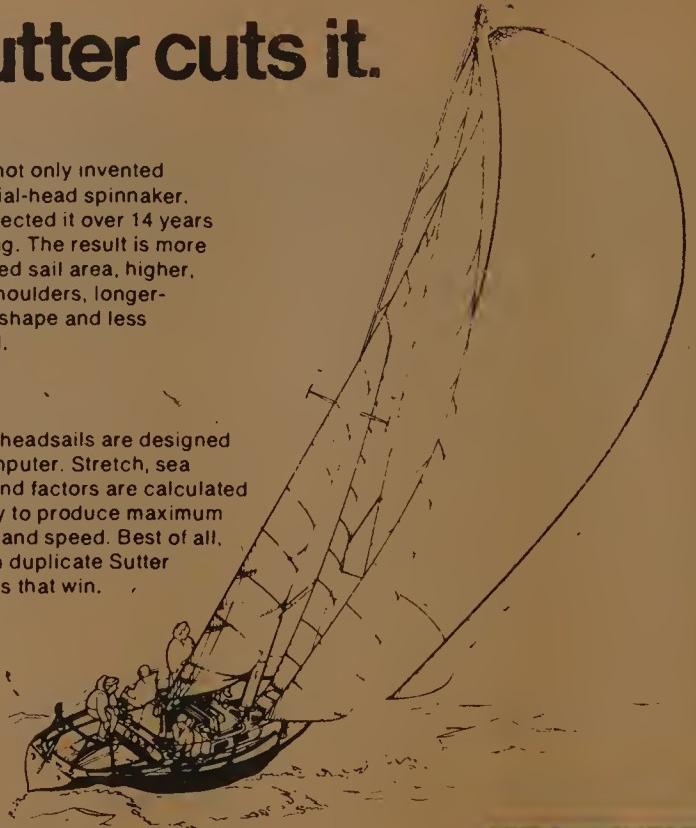
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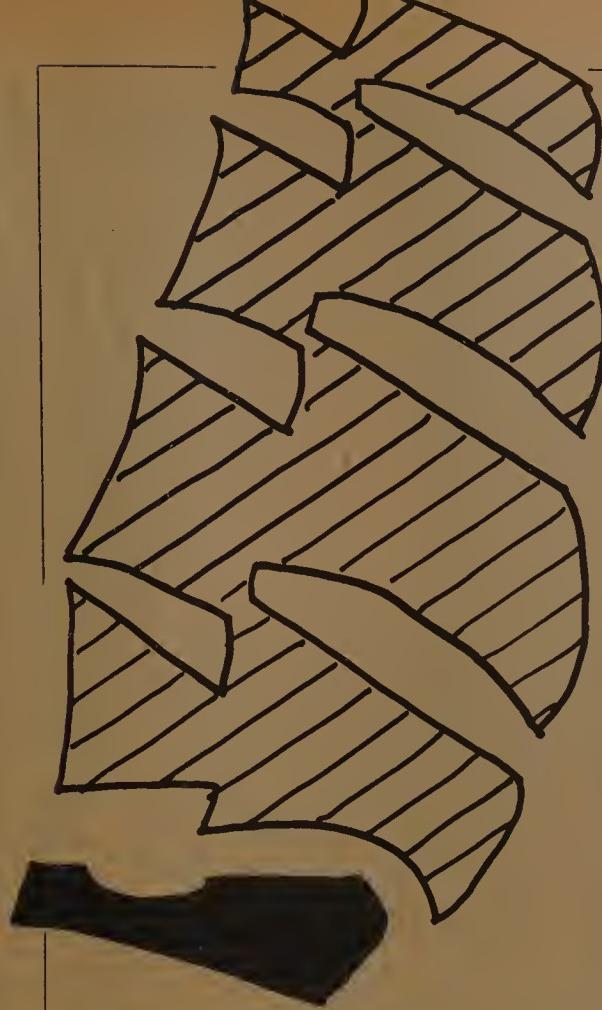
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TALL SHIPS



vessels during the proposed 4-day civic celebrations in San Francisco and Oakland.

It will no doubt be riotous fun.

But you know what we'd like to see? Some fool millionaire build an exact

duplicate of an extreme clipper like a Flying Cloud or Flying Fish — no electronics or engine — and try and sail that mothah around the horn to San Francisco. Hot damn! that'd tickle our little hearts to no end. — Latitude 38

Japanese Training Ship at Port Allen for the Captain Cook Bicentennial at Kauai.



We hate to admit it, but we thought all the "Tall Ships" hoopla in 1976 for the Bicentennial was an incredible publicity hype — although we're not sure what they were hyping.

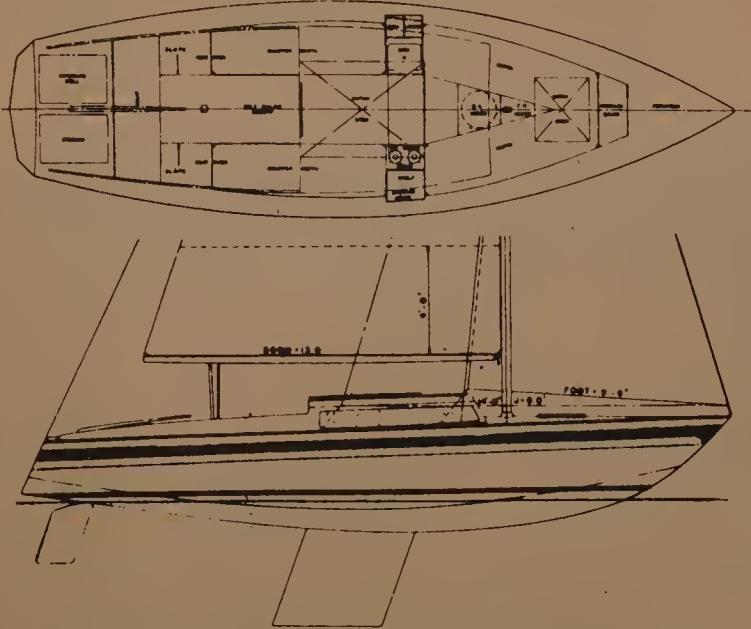
This year the 'Tall Ships' are back, at least some of them, and this time it's on the west coast.

The occasion that got the ball rolling was the British Columbia Captain Cook Bicentennial celebrations. From there the American Sail Training Association organized a schedule of 7 events, including three races. The races are from Hawaii to Victoria starting June 24; British Columbia to San Francisco starting August 6; and San Francisco to Long Beach starting August 15. Four other non-race events, parade/cruise/regatta affairs, all held in Canada, will round out the program.

The routes more or less follow Captain Cook's voyage of 1778 which took him from Hawaii to the west coast of north America.

Boats participating in the events are limited to those whose countries border the Pacific Ocean, and include eleven square-rigged ships and as many as sixty smaller vessels. All boats that race must have crews of which at least 50% must be cadets and trainees between the ages of 16 and 25.

It is expected that local sailors will turn out in Opening Day numbers when the ships come through the gate, and heaven knows, how many more will pour over, under, around, and through the



LOA (length overall) 25'11"
LWL (designed waterline) 20'3"
Beam 7'6"

Ballast (pounds) 1,534
Displacement (pounds) 3,650
Draft 5'

thunderbird

One might assume that new sailboat designs are drawn with the intention of selling sailboats. One would also be wrong. The 26-foot Thunderbird, for example, was designed for the specific purpose of selling more plywood.

We have no idea if the promotion was successful for the plywood company, but the Ben Seaborn design proved to be a hit with sailors. Over 1,000 of the Thunderbirds have been made from plans or kits by do-it-yourselfers in the United States, Canada, and Australia. For the last several years Thunderbirds have also been built in fiberglass, and Doug Carroll of the local fleet is believed to have the first one on the bay.

Unlike the majority of wood boats, Thunderbirds are built using stringers rather than frames as supporting members. The high strength to weight ratio of half-inch ply gives the hull excellent stiffness and very little weight, much like the structure of model airplanes. The hulls are then glassed to protect them from rot and to keep maintenance to a minimum.

The seven-eight's rig, hard chine Thunderbird was a rather radical design for her time. Slender and light with a displacement/length ratio of 177, Thunderbirds are in some ways quite similar to the ultra light boats currently gaining in favor.

The Thunderbird's sleek lines combined with a large main and clean underbody made the ply fly off the wind, surfing easily with the small but effective class chutes. *Ragtime*, first-to-finish winner of two straight TransPacs is very much a 'big sister' of the 26' Thunderbirds, and carries the class insignia on her mainsail with pride.

The vee-bow T-Bird also hold their own going to weather. The narrow 7'6" beam slip slides through the slop while the high ballast to displacement ratio keeps her stiff and upright. Granted, the Thunderbird is not an all-time performer going to weather, but she can hold her own until she gets off the wind and really begins to perform.

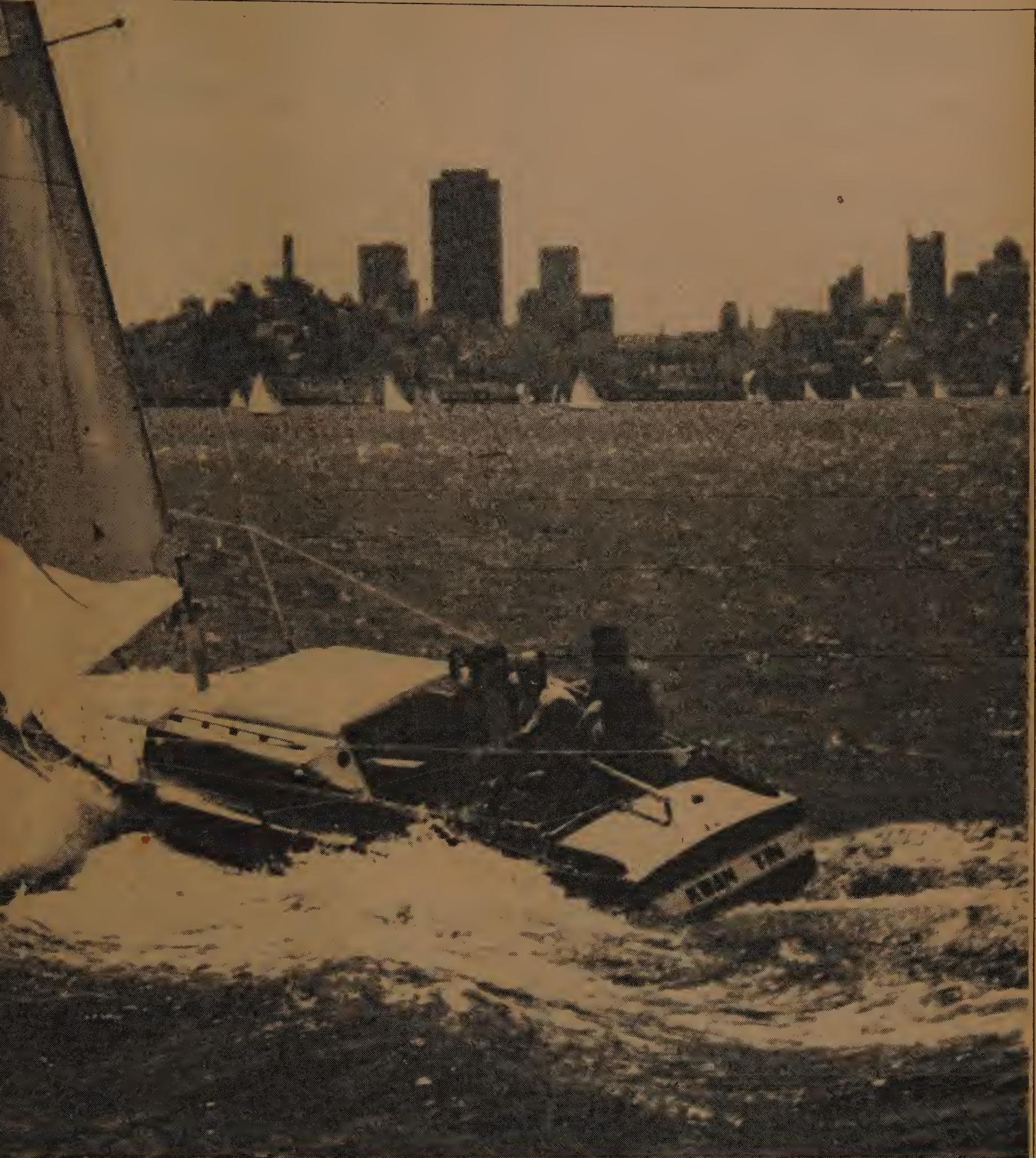
Although local interest in Thunderbirds has tapered off slightly in the last several years, the local fleet remains solid and races as a one-design class. Elsewhere on the coast, fleets are very competitive and active. During the last summer's World's, held in Marina Del Rey, 15 boats represented the Pacific northwest and Canada, 16 from southern California fleets, 2



Photograph by DIANE BEESTON

from the bay area, and one from Australia. Interestingly, of the 34 who raced, only 4 did not bring their own boats to the event, a good indication that trailering Thunderbirds is not out of the question.

Rick Lowry, who recently moved to the bay area from southern California is determined to keep the Thunderbirds in the local racing headlines. If Rick's performance in last year's Nimitz Regatta is any indication, there is plenty of life left in



the old 'birds'. Rick's Katrina started in the middle of the Division III pack, rounded the first mark at Harding in second, and took over first place by several hundred feet at the Blossom bouy. On the downwind leg Katrina's foreguy broke, sending the chute up to the jumper-strut on a destruction mission. Flying under main and genny, Katrina still held on to first until the end of the leg. The last half-mile beat was Katrina's undoing as she was unable to beat on a starboard tack and finished

second to Galliano, the Ericson 27 National Champion.

If you'd like to get racing on a budget, the Thunderbird offers lots of knots per dollar. A good survey is essential as some of the homebuilt boats are . . . well, homebuilt and need close inspection by a qualified surveyor. Fleet Secretary Jim Thompson (H. 521-6202) and Rick Lowry (H. 453-9388) will be happy to offer advice and inform you of the many class activities on tap for the coming year.

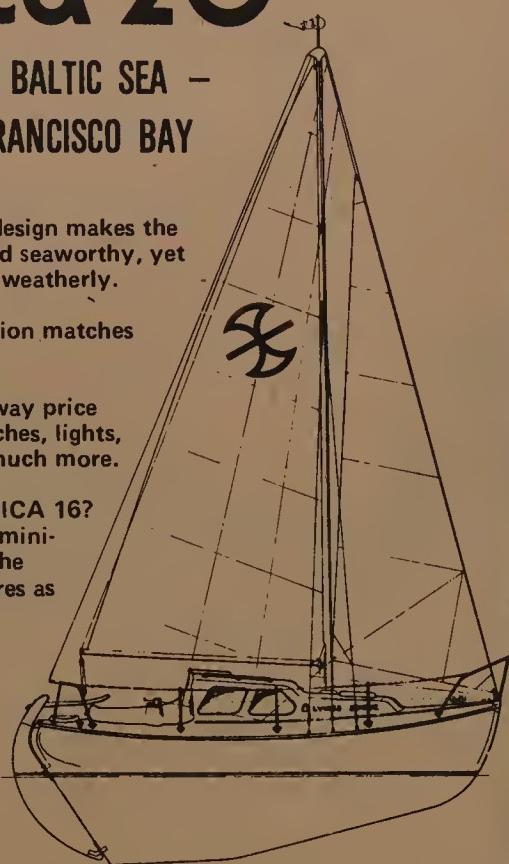
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WE'D LIKE TO KEEP SAILING IN YOUR LIFE!

POOH TO CREW

The biggest problem with owning a large sailboat is that you think you have to have a crew to help you while you go cruising. Just ask Bob and Gail Jensen.

Bob and Gail started sailing with Hobie Cats on Clear Lake. Later a conversation in a Berkeley bar lead to the Jensen's becoming 1/3 partners in a full-race Columbia 50, that lay anchored off Yacht Club Arue near Papeete. **Simoon** had lay there untouched for four years, and boasted two feet of thriving coral on her bottom.

A French Captain brought Simoon back to California where the boat partnership started to sour. The Jensens wanted out, and the only way possible was by buying out the other two partners, which they did.

Bob and Gail worked on the boat, restoring it to some semblance of being shipshape preparing for a summer voyage to Hawaii. They enlisted a surfer and his lady as crew and headed for the islands. Halfway across the Pacific the Jensens experienced their first case of crew problems. The surfer decided that he would rather surf waves than sail on them so he and his lady left Simoon upon arrival in Hilo. Fortunately the Jensens met another young couple, Jan and Suzzane who signed on and sailed to Maui and around the islands. Upon returning to California, the Jensens put Simoon up for sale, hoping to get a smaller cruising boat the two of them could handle during a longer cruise in the south seas:

They almost sold her — about six times. One potential buyer even hauled the boat and spent several thousand dollars before backing out of the deal. Tired of waiting, the Jensens decided they would take Simoon to the south seas and took on Jan and Suzzane again. They then cruised down the coast of California and made the big jump off to the Marquesas.

For the most part relations during the passage were pleasant although there was one incident that was a harbinger of dismal crew relations. In the middle of the Pacific Simoon made radio contact with a research ship stationed at sea. The friendly folks on the research ship sent out a helicopter to find Simoon and drop off some welcome goodies including some ice cream. If the ice cream satisfied a

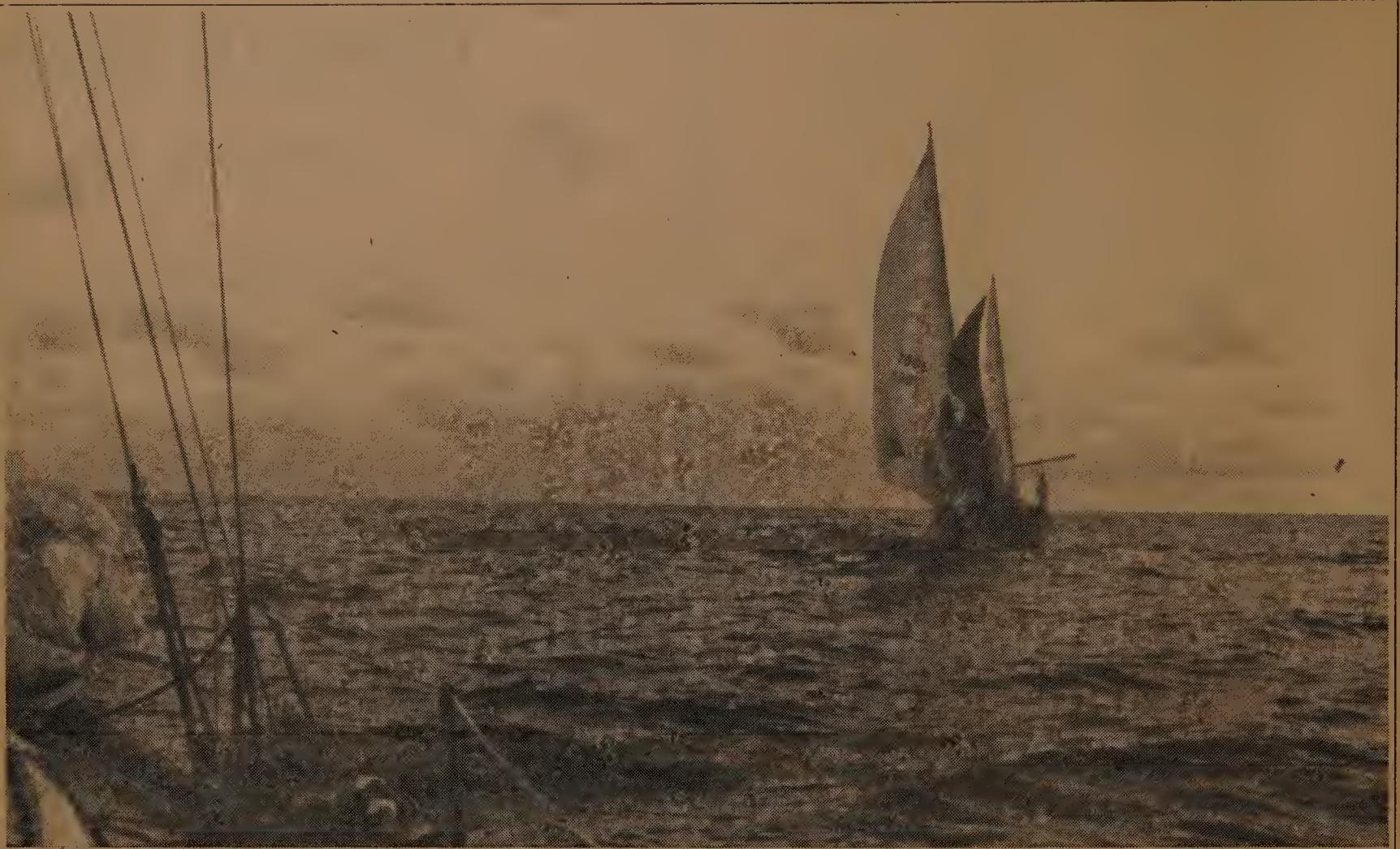
craving felt by the crew of Simoon, the fact that Suzzane was suning topless instigated an entirely different kind of craving for the lonely helicopter pilots. They hovered in close for a couple of snapshots, so close that the rotor wash blew out Simoon's mizzen staysail. It took Gail several days of sewing to repair

the sail, but then that's cruising.

Jan's father joined Simoon in the Marquesas, which was a minor inconvenience because sailboats simply aren't able to operate under close schedules, but the Jensen's wrote off the trouble to experience. Officials in French Polynesia keep very close track of visitors, so it was

Catching dinner at Latitude 10 South, on the way from Huahine to Hilo.





Simoon at right from the 41' Yellowjacket. The two boats met half way to the Marquesas and the race was on. Simoon was flying a main and a genoa when Yellowjack overtook her. Simoon responded by hoisting the mizzen, then a mizzen staysail, the a staysail, then a spinnaker staysail. With six sail up, Yellowjacket still passed Simoon.

Simoon at Cook's Inlet, Moorea



POOH TO CREW

good that all had their passports and documents in order when boarded by the authorities in Hiva Oa. The five aboard Simoon enjoyed the islands for several weeks before Jan's father had to fly home and Simoon proceeded on to Papeete. It was in Papeete that the Jensens began to eschew their crew.

Simoon arrived on a weekend and did not have to register with the port officials until Monday. Bob and Gail had dinner ashore and returned to the boat only to watch Jan and Suzzane rowing off in Papeete Bay with all their own personal possessions, including passports.

When the port officials boarded on Monday the Jensens were in trouble. Simoon was supposed to have five people onboard, and that meant five passports. The Jensen only had their passports. Since a Captain is responsible for all his crew, the officials had no choice but to impound Simoon until Bob and Gail could produce the other three passports.

It was a bad situation to say the least, if the Jensens could not locate their former crew members, Simoon could be impounded forever. For all the Jensens knew, Jan and Suzzane could have gone anywhere.

Desperate, Bob put out calls on the radio and requested the assistance of all the local yachties for the possible whereabouts of two young people meeting the description of Jan and Suzzane. By a stroke of good luck, someone had seen such a couple standing in line at the Pan Am counter at the airport.

After 10 days of needless and endless difficulties, Bob and Gail were able to provide evidence, mostly in the form of airline records, that their three former shipmates had indeed left French Polynesia. Bob had known all along that he should have kept all the passports in his possession, but it was one of those things that he just didn't do. He wishes to emphasize to all captains that you must keep all your crew's passports in your possession until they are officially signed off your vessel. Without their good luck, the Jensens might still be looking for Jan and Suzzane and Simoon might have still been impounded.

We don't know if Jan and Suzzane had any idea of the problems they created for the Jensens, and probably assume they didn't.

While the Jensens had Simoon back,

they were now faced with the prospect of having to sail the 50' yawl back to California on their own. They signed on two husky surfers, but they fell to the effects of seasickness in the short sail from Papeete to Moorea, and signed off. Having no choice, the Jensens set out to Hawaii without crew, but manning the helm constantly with only two people for the 80-mile run to Hua Hini indicated that it would be a most arduous trip back to the mainland.

But bad luck is often compensated with good luck, and the Jensens were due for some good luck. They found it in Hua Hini where they just happened to anchor next to a wood schooner whose Aries wind vane was ripping her transom apart. A deal was soon struck and in less than two hours Bob had fitted the Aries vane onto the boomkin of Simoon.

The Jensen's had never sailed with a vane before, but it took them all of half an hour before they had the Aries steering the boat better than they had ever been able.

The Jensen's had a pleasant trip back to the mainland, sailing under a reefed main with the vane doing all the steering. Bob and Gail realized that they could indeed handle the boat quite well by themselves, and that their passage was more satisfying as well as more economical than it would have been with more crew.

The biggest crew problem the Jensens had, was thinking they needed a crew in the first place.

— Latitude 38

(Despite the problems with crew, the Jensens did have a great trip, and we'll have more about it in the next issue.)

Manihi, Tuamotus. Bob returning to Simoon with a fish after working in the copra fields.



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YANKEE - NEWPORT

It all started during last winter's Sausalito Cruising Club's Winter Series where the Newport 30 and Yankee 30 one-design Fleets shared a common start. Maybe it was the result of having raced against the same boats all summer, but somehow the presence of the other fleet on the course at the same time, rounding the same marks, made the one-design competition take a second priority to a 'design against design' competition. It was the Newports against the Yankees engaged in a good humored - but spirited battle.

It did not take long for the Commodores of both fleets to agree to a Challenge Team Race with a perpetual trophy at stake.

The first of such events was held in March of 1977, with the Yankee Fleet winning top honors in a closely fought event. The winning margin was a mere 1½ points.

The second encounter between the fleets took place October 15 and the Newport fleet got sweet revenge in a convincing manner. The first four finishers were Newports and the point spread was a big 14½ points.

Conditions for the October 15th event were near perfect with 15-knot winds increasing to 20 knots with gust of 25 from the west. The starting line was being manned by the Berkeley Yacht Club and was heavily favored to the windward side. The Newport Fleet deployed three boats to closely guard the favored end by continuously circling the windward mark. This starting tactic, which prevented any Yankees from barging at the last moment, paid off handsomely. A few minutes after the start, three of the Newports were sailing free on the favored tack.

The relative positions at the windward mark preannounced the final outcome of the race. Four Newports rounded first, with four Yankees in close pursuit — and so it was at the finish.

The two fleets met later at the Berkeley Yacht Club for the appropriate libations. The most commonly heard phrase was "Wait until next Spring!". Well Spring is almost here and it should be interesting because Dick Aronoff of the Newport Fleet and Alex Malaccorto of the Yankee Fleet are talking about expanding the idea of team racing in the bay.

Would you believe a Round-Robin of



Yankee 30s at the weather mark

Team Races between Newports, Yankees, Islanders, Cal 3-30's and others?

Order of finish: George Van Dolson - Zinfandel (N); Richard Cole, Formidable (N); Allen Dekelboum, The City Slicker

(N); Dick Aronoff, Harry (N); Dean Treadway, Headway (Y); Alex Malaccorto, Rocinante (Y); Roy Pilz, Snowbird (Y); John Wright, Hurrah (Y).

— Alex Malaccorto



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COUNTESS RADIO TRANSCRIPT

The following is the complete Coast Guard radio transcript for the period surrounding the incident December 12 involving the Hurricane sloop Countess and the German freighter Main Express. The material was originally transcribed by the Coast Guard from a cassette tape, and while it is not certified, it is believed to be accurate.

In the transcript, the word 'Unit' followed by a numeral indicates a 'bay pilot' — bay pilots are not licensed. The word 'Unit' followed by the letter 'H' or the word 'Hotel' indicates the 'bar pilot' onboard the Main Express. Bar pilots are licensed by the State of California and are not under the control of the Coast Guard. VTS stands for Vessel Traffic Service, an installation on Yerba Buena manned by Coast Guard personnel to assist commercial traffic navigating local waters. In many instances VTS is simply referred to as "Traffic". (VTS is not to be confused with the Coast Guard Base located at the bottom of Yerba Buena, while they work together at times, they are separate facilities with separate responsibilities.) CG-41393 is a Coast Guard rescue vessel that was dispatched from the Coast Guard Base at Yerba Buena. CG SFRAN refers to the Coast Guard communication center in San Francisco, not the Yerba Buena facility.

Unless otherwise indicated, all transmissions transcribed below were recorded on Channel 13, VHF-FM, the frequency used by VTS to assist commercial traffic in local navigation.

0205.02

EXXON NEWARK: "Traffic, Exxon Newark"

VTS: "Exxon Newark", Traffic"

EXXON NEWARK: "Approaching west span Richmond-San Rafael Bridge, bound for anchorage 9 to lighten the tanker "Manhattan"

VTS: "Newark, Traffic, roger. approaching west span Richmond - San Rafael Bridge. Thank you. Traffic out"

EXXON NEWARK: "This is the Exxon Newark back to Traffic. If there is no conflicting traffic, we'd like to take a short cut through anchorage 5, over"

VTS: "Newark, Traffic, roger. We have no major traffic moving in the bay. We have the Hyller Brown just approaching the main ship channel and he'll be inbound for Richmond Long Wharf, over"

EXXON NEWARK: "Roger, thank you. Exxon Newark clear with Traffic."

VTS: Traffic out"

UNIT 27: "Vessel Traffic, Unit 27"

VTS: "Unit 27, Traffic"

UNIT 27: "Main Express preparing to get underway from PCT (Pacific Container Terminal), bound for sea. Pilot change will be off the bar channel"

VTS: "Unit 27, Traffic" Roger. Onboard Main Express preparing to depart PCT bound for sea and pilot change off the bar channel. Request the draft, over"

UNIT 27: "22 feet, 8 inches"

VTS: "Unit 27/Traffic. Roger, Sir; 22 feet and 8 inches. The vessel Exxon Newark is just approaching the west span, Richmond - San Rafael Bridge and will be downbound for anchorage 9, over"

UNIT 27: "Fine, I copy that. 27 clear"

VTS: "Unit 27, thank you, Traffic out"

HYLLER BROWN: "Traffic, Hyller Brown; entering the main ship channel at the present time"

VTS: "Hyller Brown, Traffic. Roger main ship channel, Traffic out"

208.19

VTS: "Exxon Newark, Traffic"

EXXON NEWARK: "Exxon Newark back, go ahead"

VTS: "Exxon Newark, Traffic. Did you copy Main Express, over"

EXXON NEWARK: "Come back on that, please" "Could you run that over"

VTS: "Roger. Main Express, Unit 27 onboard, preparing to depart PCT for sea, over"

EXXON NEWARK: "Roger, thank you. Exxon Newark clear"

VTS: "Traffic, out"

0216.15

UNIT 27: "Vessel Traffic, Unit 27"

VTS: "Unit 27, Traffic"

UNIT 27: "Yea, Main Express away from PCT"

VTS: "Roger, underway from PCT, thank you. The radar show Exxon Newark passing through anchorage 5 at this time, over"

UNIT 27: "Exxon Newark, downbound, Thank you"

0227.41

UNIT H/MAIN EXPRESS: "Traffic, Hotel"

VTS: "Hotel, Traffic"

UNIT H: "Pilot change complete on the Main Express"

VTS: "Hotel, Traffic, roger. Pilot change complete on Main Express. Radar shows the vessel Exxon Newark just passing Raccoon Straits downbound for anchorage 9, also Hyller Brown Master piloting just passing Mile Rock inbound for Richmond Long Wharf, over"

UNIT H: "Okay, who's on the Exxon Newark, over"

VTS: "Ah, Master, over"

UNIT H: "Okay, thank you very much. Hotel clear"

VTS: "Exxon Newark, Traffic"

EXXON NEWARK: "This is Exxon Newark back, over"

VTS: "This is Traffic. Unit Hotel is now onboard the Main Express. That vessel is south of YBI at this time, also the vessel Hyller Brown is just passing Mile Rock, inbound, over"

EXXON NEWARK: "Roger, thank you. Unite 16 onboard also. Exxon Newark clear with Traffic"

VTS: "Roger, sir. Unit 16. Thank you. Break. Hotel, did you copy, sir?"

UNIT H: "Traffic Hotel, over"

VTS: "Hotel, Traffic. Roger, Unit 16 is onboard Exxon Newark, over"

UNIT H: "Okay. Thank you for the information, Hotel clear"

0229.17

VTS: "Hyller Brown, Traffic"

HYLLER BROWN: "Traffic, Hyller Brown"

VTS: "Hyller Brown, Traffic, radar shows the vessel Main Express, Unit Hotel onboard, approaching the Oakland Bay Bridge Outbound, over"

HYLLER BROWN: "Roger that. Hyller Brown out"

VTS: "Traffic out"

0237.08

HYLLER BROWN: "Traffic, Hyller Brown. Go ahead"

VTS: "Hyller Brown, Traffic. Radar shows Exxon Newark, Unit 16 onboard, just past Point Blunt, downbound for anchorage 9. Also, Main Express just off of Blossom Rock, over"

HYLLER BROWN: "Yea, roger that. Thank you very much. Hyller Brown out"

0237.18

(The following received on Channel 16, Guard receiver, of the Point Bonita installation.) **S/V COUNTESS** "This is the vessel Countess calling the ship off San Francisco, right off the marina. You're headed bearing down on us. You are, repeat, you are dead on us. Dead on us. You are 100 yards off our bow. Off

COUNTESS TRANSCRIPT

our stern. Please veer. You are now veering to starboard, Oh Jesus!"

242.40

EXXON NEWARK: "Hyller Brown, Exxon Newark"

HYLLER BROWN: "Exxon Newark, Hyller Brown"

EXXON NEWARK: "Yea, just thought we'd let you know that there's a small sailboat here by Blossom Rock, over"

HYLLER BROWN: "Roger that. I see him. Thank you very much"

EXXON NEWARK: "Roger. Exxon Newark clear"

UNIT HOTEL: "Traffic, Hotel"

VTS: "Hotel, Traffic"

UNIT HOTEL: "Yes, we're making a round turn. We're going to go down around Blossom Rock then coming around her then go out again."

VTS: "Roger, sir. Making a round turn around Blossom Rock and then heading back out again. Thank you. Traffic out"

0246.38

(The following received on the Pont Bonita Channel 16 transceiver) EXXON NEWARK: "Coast Guard Group San Francisco, Exxon Newark calling, over"

COGUARD MONTEREY: "Exxon Newark, Coast Guard Monterey, over"

EXXON NEWARK: "Coast Guard Group San Francisco, Exxon Newark calling, come in please, over"

CGGROUP SFRAN: "Exxon Newark, Coast Guard Group San Francisco, over"

EXXON NEWARK: "Roger, we just passed Blossom Rock Bouy bound for anchorage 9 and heard a cry for help. A man may be in the water in the area of Blossom Rock Bouy. There is a small sailboat there nearby with a lighted sail. You could maybe contact him and have him check it out."

CGGROUP SFRAN: "Exxon Newark, Coast Guard San Francisco. Say again position, over"

EXXON NEWARK: "Passing Blossom Rock Bouy in the area of Blossom Rock Bouy. Heard a cry for help, apparently someone in the water. We didn't see anything, but we heard a cry for help; over"

CGGROUP SFRAN: "This is the Coast Guard in San Francisco; understand there is a vessel in the area; over"

EXXON NEWARK: "Roger, a sailboat. I can't help you out with the name; over"

CGGROUP SFRAN: "This is Coast Guard San Francisco, roger; please

standby. Break. Vessel near Blossom Rock Bouy, sailing vessel near Blossom Rock Bouy, this is Coast Guard Group San Francisco, over; vessel in the vicinity of Blossom Rock Bouy, this is Coast Guard Group San Francisco, over; Exxon Newark, this is Coast Guard San Francisco, over"

EXXON NEWARK: "Yeah, this is the Exxon Newark back, go ahead"

CGGROUP SFRAN: "Roger, skipper, are you still in the vicinity? Over"

EXXON NEWARK: "Approaching Oakland Bay Bridge, passing Pier 17"

CGGROUP SFRAN: "This is Group, roger. Did you just hear one call for help, or what? Over"

EXXON NEWARK: "No, we heard a repeated call for help. I suggest that you dispatch a boat or something in the area before the poor guy drowns; over"

CGGROUP SFRAN: "This is Coast Guard San Francisco, roger. Out"

0249.36

(Transmission on Channel 16).

CGGROUP SFRAN: "Coast Guard Group San Francisco to any vessel in the vicinity of Blossom Rock Bouy; This is Coast Guard Group San Francisco to any vessel in the vicinity of Blossom Rock Bouy. Please answer Channel 16, over. Any vessel in the vicinity of Blossom Rock Bouy, say again, any vessel in the vicinity of Blossom Rock Bouy, this is Coast Guard Group San Francisco, over"

EXXON NEWARK: "This is the Exxon Newark to Coast Guard Group San Francisco; we suggest that you try Channel 13, as most vessels will be monitoring 13 in the area there; over"

CG GROUP SFRAN: "This is the Coast Guard Group San Francisco, roger, out"

0255.17

(Transmission on Channel 13) VTS: "Hotel, Traffic"

UNIT HOTEL: "Traffic Hotel"

VTS: "Yea, have you been copying the conversation between Exxon Newark and Group San Francisco, Channel 16? Over"

UNIT HOTEL: "No, I haven't"

VTS: "Roger, sir; as the Exxon Newark was passing Blossom Rock they heard a cry for help, possibly someone in the water. Is there a small sailing vessel around Blossom Rock? Over"

UNIT HOTEL: "That's what we're checking right now"

VTS: "Roger, sir"

(Transmission on Channel 16) CG

A MAN MAY BE IN THE WATER IN THE AREA OF THE BLOSSOM ROCK BUOY

COUNTESS TRANSCRIPT

GROUP SAN FRAN: "PAN PAN, PAN PAN, PAN PAN." Hello all stations, this is Coast Guard Group San Francisco. Break. Time, 1802.49 Uniform, break. The vessel Exxon Newark reported hearing cries for help, vicinity Blossom Rock Bouy. I say again, Exxon Newark reported hearing cries for help, vicinity Blossom Rock Bouy. We believe there is a man in the water. Any vessel in the immediate vicinity able to render assistance please do so and contact this station Channel 16, break. This is Coast Guard Group San Francisco, out"

0302.14

(Transmission on Channel 13) WATER TAXI HAWK: "Water Taxi Hawk, calling Traffic Center"

VTS: "Water Taxi Hawk, Traffic"

WATER TAXI HAWK: "Water Taxi Hawk, back. We've heard a report that there is a man overboard vicinity of Blossom Rock, and we're going out to investigate it. Do you have any further report on that?"

VTS: "Vessel Traffic, no further information. The report was personated by Exxon Newark. It heard a cry for help vicinity of Blossom Rock, expected man in the water, over"

VTS: "Roger, sir; I'll pass that on to Group. They do have a vessel underway and enroute that vicinity. Will keep you advised. Over"

0303.21

(Transmission on Channel 16) Standard II: "This is Standard II calling the San Francisco Coast Guard, Channel 16"

CGGROUP SFRAN: "Standard Tug Number II, Coast Guard Group San Francisco; over"

STANDARD II: "Yes, do you have a motor launch in the vicinity of Blssom Rock Bouy now searching for that man? Over"

CGGROUP SFRAN: "This is Coast Guard San Francisco, affirmative. Coast Guard 41404, over"

STANDARD II: "Very well, we're at South Hampton Shoal and shall we turn around and stop out ship? Over"

CGGROUP SFRAN: "This is Coast Guard San Francisco, wait; out"

0305.19

CGGROUP SFRAN: "Tug Standard Number II, Coast Guard Group San Francisco, Over"

STANDARD II: "Yea, this is Standard II back to Coast Guard"

CGGROUP SFRAN: Roger, skipper, we would appreciate you proceeding to the scene, over"

STANDARD II: "Very well, we'll continue on down there then. Standard II clear"

0306.45

UNIT HOTEL: "Unit Hotel calling the Coast Guard Boat off Blossom Rock searching, over"

CG-41393: "Vessel calling Coast Guard vessel off Blossom Rock, go ahead, this is 393"

UNIT HOTEL: "Yea, we have a sailboat here and nobody is on it, over"

CG-41393: "Ah, no one is on it, or someone is on it?"

UNIT HOTEL: "No one is on it, over"

CG-41393: "Roger, what is your location?"

UNIT HOTEL: "You can see us off the front here. We're off about 27, over"

CG-41393: "Roger. You see my spotlight coming at you; let me know when it passes in front of you. Over"

UNIT HOTEL: "Not one of the sails are set and she's just drifting around out here, over"

CG-41393: "Affirmative. I'm trying to locate you. What is your location? Over"

UNIT HOTEL: "Yea, we're off Pier 27, north of Pier 27, on your starboard side, over"

CG-41393: "Roger. Break. Group San Fran, 393"

GROUP SFRAN: "393, Group SAN FRAN, over"

CG-41393: "SAN FRAN, 393. We're going to go to that vessel; would you advise on scene commander of the situation, he's on a different frequency at this time, over"

GROUP SFRAN: "This is Group, affirmative. What is the vessel's name? Over"

MAIN EXPRESS: "This is the Main Express, over"

GROUP SFRAN: "Main Express, Coast Guard Group San Francisco, Roger, thank you, out"

0310.04

CG-41393: "Vessel Main Express, Coast Guard 41393"

MAIN EXPRESS: This is the Main Express back, over"

CG-41393: "Roger, is this the sailboat we're coming up on now?"

MAIN EXPRESS: "That's a roger"

CG-41393: "Yea. Break. Group San Fran,

WE HAVE A SAILBOAT

HERE, AND NO ONE

IS ON IT

COUNTESS TRANSCRIPT

393 on scene with subject vessel."

GROUP SFRAN: "393, Group, roger, out"

UNIT HOTEL: "Coast Guard, this is Hotel"

GROUP SFRAN: "Go ahead"

UNIT HOTEL: "Yea, you want to work Channel 12? Where are you at? We're at 6."

0311.46

UNIT HOTEL: "United States Coast Guard, Unit Hotel, Channel 12."

CG-41393: "Standby, I'm going to go alongside this vessel now."

UNIT HOTEL: "Coast Guard San Francisco, Unit Hotel."

GROUP SFRAN: "Unit Hotel, Coast Guard Group San Francisco, over."

UNIT HOTEL: "Switch Channel 12, please."

GROUP SFRAN: "Roger, out"

0312.13

(Transmission on Channel 12) **GROUP SFRAN:** "Unit 12, Group San Fran, over"

UNIT HOTEL: "Unit Hotel back to Group 12; Group San Francisco Coast Guard. Apparently we hit this boat around 2:35 off of Blossom Rock, over"

GROUP SFRAN: "This is Group San Francisco. Understand you struck the subject vessel? Over"

UNIT HOTEL: "That's affirmative, as far as we know at this time. Ah, I'll give you a report by land-line when I get there, but the time we came very close to him was approximately 2:35, over"

GROUP SFRAN: "This is Group, Roger. At that time could you see anyone onboard? Over"

UNIT HOTEL: "Ah, I didn't notice that there was anybody onboard. We didn't sight him until he was alongside the hull and at that time I heard somebody yell

from the boat and I figured somebody was on the boat. Over."

GROUP SFRAN: "This is Group, roger. What was your position at the time? Over"

UNIT HOTEL: "Just off the Blossom Rock; over."

GROUP SFRAN: "This is group, roger. Confirm, this is off the Exxon Newark? Over"

MAIN EXPRESS: "No, I'd be — ah, this is off the Main Express, over. You got a flood tide now, so I'd suggest that they should work down towards the Oakland - San Francisco Bay Bridge, over"

GROUP SFRAN: "This is Group, affirmative. Skipper, were you north or south of Blossom Rock at the time, over"

UNIT HOTEL: "Just about alongside it, over"

GROUP SFRAN: This is Group, thank you. Out"

Notes on the Transcript

Unit Hotel's transmission "Not one of the sails are set and she's just drifting around out here, over" was widely misunderstood when it was published in the Examiner on February 5. No matter how it sounds, what was meant was that the sails were up, not furled or on deck — there is no dispute about this point.

Unit Hotel's later transmission "Apparently we hit this boat around 2:35 off of Blossom Rock, over" also needs clarification. A mate on the bow of the Main Express saw Countess very close to the bow of the Main Express; he then ran aft watching for developments. When he got to the bridge, Countess was already behind the stern of the rapidly moving freighter, so the mate reported what he had seen to the Master and the bar pilot — apparently in German. This may have caused some confusion, for as we understand it, he, nor did anyone else ever see any contact between the Countess and Main Express. Whether the two vessels ever actually did collide is still very much an open question.

The damage to Countess may have occurred after the Main Express had rounded Alcatraz and pulled alongside Countess to see if everything was allright.

The Examiner article indicated that the Coast Guard was not operational on Channel 16 at the time of the transmission made from the Countess. This is just not accurate, because if it were there would be no tape of the transmission. It is true that Channel 16 was not operational at the time at the Coast Guard Base at the bottom of Yerba Buena, but there are other receiving stations — the communication center in San Francisco and VTS atop Yerba Buena to name two.

Why then was there no follow up of the urgent transmission made by Countess? The Coast Guard communication center in San Francisco primarily takes care of rescue operations farther out to sea, and only occasionally monitors Channel 16. Apparently at the time of the incident it was not monitoring 16 — this is not unusual. Why didn't VTS followup on the call? Channel 16 comes into VTS over a bulkhead speaker, while 13 which is their main responsibility is heard over earphones. At the time Countess made her transmission, VTS was communicating with the Hyller Brown as the above transcript indicates, and the brief transmission was either not heard or understood. If the call from the Countess had either come a little earlier or a little later or been a little longer, it is quite likely that VTS would have picked it up. Whether or not it would have helped is a mute question.

At this date no bodies or life jackets from the Countess have been found. It is known that the boat's running lights were not operating. Her spreader lights were on, but it is not known how long they had been on prior to coming close or making actual contact with the Main Express. The case is still under investigation and testimony is still being taken.

For future reference, yachtsmen should be aware that regulations for radio equipment vary tremendously on different kinds of commercial traffic flying flags of different countries. The one channel that must be monitored locally is Channel 13. If you are getting in a bad situation with a freighter, use Channel 13 if you have it, you probably have a better chance of getting the freighter and/or VTS than on Channel 16.

DAWNTREADER

Guess it's about time to fill you in on the continuing saga of, "The Voyages of the Dawn Treader".

We had an enjoyable stay in Santa Barbara and met some mellow folk that made our visit all the more pleasant. Not having a dinghy, we utilized the guest facilities provided by the Harbormaster. At \$3.00 a day it wasn't bad and the showers were nice for a change.

Monday, October 24, we departed at noon. Turned on the weather radio to catch the following: "An intense storm in the Gulf of Alaska is causing swells of eight to fifteen feet which will be arriving on southern California shores this afternoon. Coastal interests should take precautions, etc. etc." Oh well, we'd started and I didn't want to turn back. By the time we were outside the breakwater at Ventura, the swells weren't very swell. They were breaking completely over the breakwater and created a very beautiful sight. Very dangerous too!

I wanted to put into Ventura to make a phone call, so we tried to catch some of the lighter swells on the way in. No such luck. A huge, roaring, thundering swell came up behind us with nothing but venom in its crest. Had no choice but to ride it in. Dawn Treader became a 30', 6-ton, surfboard! What a ride! Just when it seemed we'd be splattered like a ripe watermelon all over the south breakwater, I made a turn into the shelter of the outer breakwater. A group of people on the shore were yelling and carrying on like a bunch of idiots. Happy to see we'd made it safely. I wasn't much better, hugging Dawn Treader and telling her what a sweetheart she is... -

Next day we couldn't get out. A couple of commercial fishing boats tried to get out but they both gave up and returned to the safety of the harbor. A Harbor Patrol boat came around the first night and, as we had just anchored to the side of the channel, the guy said, "We allow you one day free anchoring here, after that it will be \$2.50 a night." I told him that there was no way we were going to leave until the swells moderated and that I'd be damned if I'd pay anything

when small craft warnings were flying. He seemed to think for a moment, and said, "Of course as long as the small craft warnings are flying you will not be charged for anchoring here." And he left. The next day, another Harbor Patrol boat comes along. Only this guy says, right away, that we're welcome to stay anchored as long as the storm warnings are flying but that when they come down we'll be given one day free and after that it will be \$3.00 a day to anchor. What grand thoughts were running through my mind probably causing any satellites passing overhead to blow their circuits. These Harbor Patrol, supposedly around to aid Yachtsmen and supposedly very capable people for the job, couldn't even get their stories straight as to how much to charge a boat to anchor. You don't think that maybe the \$2.50 (first guy) or the \$3.00 (second guy) would have gone into their pockets? Perish the thought!

Two days later I'm awakened by the sound of wind in the rigging. After all the light to nil winds we'd had, that sound made up my mind like right now. Within minutes we were moving. Getting out was easy!

Heard later in the afternoon of the same day a 19' motorboat had been capsized by the swells outside Ventura breakwater and one man was missing and presumed drowned.

With some decent winds for a change we were cooking. Dawn Treader really came alive and her wake hissed gently astern. Perfect sailing conditions and beautiful warm weather.

We stopped, for various lengths of time, at Santa Monica, Marina Del Rey, L.A. Harbor, Newport Harbor, and Oceanside. At each my thoughts became lower and lower and lower. Seemed everyone had their hand out for \$ for anything. L.A. in Fish Harbor (supposedly the controlled anchorage area) this fool wanted \$6.00 to "Fix you up with a mooring for the night". Told him where he could shove it and we left. Newport Harbor was sickening. It struck me as being a Disneyland on the water. Marina Del Rey we stopped and docked at what is supposed to be a "Free docking area for up to 4 hours for local and transients alike." As I walked past the Harbor Patrol Office, heading in the direction of what looked like a grocery store, a patrolman opened the door and said,

"Hey! Come here!" My name was never 'Hey', but figuring he must be talking to me, I returned. What a time I had explaining I only wanted to dock there for time enough to visit a grocery store and buy some provisions!

Many times I was tempted to turn around and head back to Sausalito.

Then we arrived at Mission Bay and stopped at the Harbormaster's office in Quivira Basin. Asked the lady behind the counter if there was anywhere we could anchor for a couple of days. She said, "Oh, we have moorings for our guests." Asked her, gulp, how much? She said, "There's no charge, but we do limit your stay to 72 hours. Will that be long enough?" I told her certainly, and she continued, "We have showers and restrooms here that you are welcome to use."

That really regained my faith in mankind and marinas! So we stayed there for 3 days. Most of the time I lay on deck letting cool old Sol soak into me right to the beginning.

Last Saturday, we arrived here in San Diego and anchored in the "Commercial Basin" by Shelter Island. Why it's called commercial is beyond my comprehension as it's anything but. What it is, is shades of Sausalito! Boats and craft of every shape, and description. Due to lack of swinging room, however, all craft anchor bow and stern.

There's even a recognized (by boat bums like myself) dinghy dock. Bought a cheap inflatable dinghy and it is great. Safeway is 5 blocks. Natural food store 5 blocks. Lumber yard 3 blocks. Marine supplies 84 oars away. Laundromat 6 blocks, here is it's .35 for washing — in Sausalito it was \$1.00... .

Must say that the boat folk are not quite as friendly as they were in the Controlled Anchorage Area in Sausalito. That may well be my own fault. Who knows; Yes, I'm still "Alone. Again. Anchored." But expect once I get the energy to put an ad or two up, shouldn't have much trouble finding a lady here so Dawn Treader and I will have a First Mate again.

I intend to stay here until next May. Then head offshore and back to Sausalito for a week or so. From there, on up to British Columbia and will winter there. After that, who know? Hope all is fine in Herb Caen's aptly named "Baghdad by the Bay".

— Rick Bingham

PHRF

What is the fastest growing form of racing in the United States? PHRF (Performance Handicap Rating Formula).

HOW DOES PHRF WORK?

In the PHRF system all boats are given a handicap (expressed in seconds per mile) based on the potential speed of the boat if it were sailed to its optimum. These handicaps allow an incredibly wide variety of boats to compete on a fairly even basis. At this time there are over 500 boats which have been given PHRF ratings, ranging from Cal 20s to Spencer 51 ketches. Consequently, you can end up with a situation where a guy in a cruising boat like a CT-41 can beat someone else in a thoroughbred racer like a Santa Cruz 27, and be content that he won because on that occasion he sailed a better race.

HOW ARE HANDICAPS FIGURED?

In the bay area most handicaps will initially be based on the empirical results of PHRF racing in southern California, where PHRF originated and has been wildly successful for years. The local handicap committee will also be using information gathered from hundreds of local IORDA, ODCA, MORA, and HDA races to adjust the handicaps from bay area conditions. After the ratings are determined, they are subject to adjustment on a quarterly basis, thus they should remain relatively constant, particularly as time goes on.

GIVE ME AN EXAMPLE

In southern California a Cheoy Lee Offshore 40 yawl (a heavy cruising boat) has a PHRF rating of 186 seconds per mile. An Ericson 27 (a moderate displacement racer/cruiser) has a PHRF rating of 228 seconds per mile. In a 10-mile race, the Offshore 40 would have to finish 420 seconds (or 7 minutes) ahead of the Ericson 27 to win. This figure is the result of taking the handicap differences (228 sec/mile minus 186 sec/mile) and multiplying that (42 sec/mile) times the number of miles in the race. $42 \times 10 = 420$ seconds or 7 minutes.

WHAT'S NEW ABOUT IT?

Previously boats on the bay sailed under a system which handicapped the actual performance of each boat and its

crew, and the handicap is refigured after every race. If you finished last in every race you would be given more seconds per mile in an attempt to compensate for your lousy sailing — if you came in first every race, you were given less seconds per mile to pull you back down into the rest of the fleet. A number of sailors were angered by this system because identical boats equipped with identical gear ended up with substantially different handicaps depending on how well or how badly they were sailed.

In 1978 boats racing in HDA (Handicap Racing Association) are given the choice if they wish to race under the old HDA system, or the new PHRF system. Entries received to this date indicate that about 75% of those intending to race HDA are going to race under the PHRF system.

WHY IS PHRF SO POPULAR?

One reason PHRF is growing is that it just seems to 'work'. While the handicaps assigned to boats are certainly not infallible under PHRF, they have met with surprising good favor on the part of participating sailors around the country.

A second reason for its popularity is that anybody with a boat above 20 feet can participate and have a good shot at walking away with the hardware. It doesn't matter if you have a new racer, an ancient racer, a racer cruiser, a heavy displacement 'world cruiser' or an ultra-light flyer — the boat is not the important factor — how well you sail it is.

One-design fleet racing has always been, and will always be popular on the bay because it gives a skipper a chance to measure and test himself against other skippers and crews in nearly identical boats. The problem with one-design racing is that a skipper can only test himself against other skippers who have the exact same boat. This year a few one-design sailors have abandoned their one-design classes in favor of racing against a wider variety of boats and sailors. These individuals realize that they are sacrificing a little bit of certainty in rating equality for a greater range of competition.

WHO IS RACING IN PHRF?

One or more of the following kinds of boats have already submitted their entries to race under PHRF: Cal 20, Columbia

36, Islander 36, CT-41, Kettenberg 40, Tartan 30, Morgan 33, Ranger 37, Offshore 40, NorthStar 727, and many more entries of many more different kinds of boats are expected in the next several weeks, many of them former IOR racers who no longer wish to make the commitment that kind of racing requires, and a number of older boats who feel that they have a chance to be competitive under PHRF.

WHAT RACES ARE THERE?

There are nine HDA races on the bay starting with the Vallejo Race on May 6 & 7. (Remember HDA boats declare whether they wish to race under the old handicap system or PHRF.) In addition, boats can race under PHRF in 6 ocean races July through October, including races to Half Moon Bay, Santa Cruz, Monterey, and Drakes Bay. The ocean races are sailed under the auspices of OYRA (Offshore Yacht Racing Association);

We have also learned that some PHRF boats have asked to be given a start along with the MORA (Midget Ocean Racing Association) in their long distance race from San Francisco to San Diego over the 4th of July holiday period. They will probably be given a start.

WHAT EQUIPMENT DO I NEED?

Not much. To race PHRF in the bay you must meet YRA (Yacht Racing Association) minimum equipment specifications. If your boat does not meet them already we'd suggest you haul it out of the water until it does. This means life jackets, life ring, fire extinguisher, bilge pump, anchor and line, fog horn, compass and charts.

To race in the ocean you must meet OYRA minimum requirements, and again this is really basic gear that should be on almost any sailboat anyway. 'Exotic' among the required gear are things like a VHF radio or EPIRB (either one will do), a man overboard apparatus, six pyrotechnical flares. If your boat is even modestly equipped for safety you will already have all the equipment you need.

WHAT SAILS DO I NEED?

The base ratings for boats in PHRF assume a 150% genoa and a standard size spinnaker. A 150% genoa may come in handy at times, but boats will do well

with only smaller genoas. Don't like spinnakers? If you don't fly one, you get an extra 6 seconds per mile added on to your time, and some sailors may do much better winging out a genny rather than getting lost in their chute. You may use sails larger than 150 LP, but you are handicapped extra for them. You don't have to be a millionaire to win in PHRF.

WHAT DO I PAY FOR MY RATING?

\$5.00. To get a PHRF rating the handicap committee needs only the most basic information, the kind that is on most boat brochures. LOA, LWL, beam, displacement, draft, sail dimensions, prop and engine, the size of the spinnaker pole and any modifications. Simplicity is one of the goals of PHRF, and simplicity is one of its strong points.

SO WHAT DOES IT ALL COST ME?

First, you must belong to a YRA member yacht club, and that costs whatever it costs. You must join YRA and that is \$50. HDA dues for the year are an incredible \$3.50, and as stated above your PHRF rating costs all of \$5.00. Racing in the ocean requires OYRA membership which is \$20.

\$78.50 and a yacht club membership gives you the opportunity for a lot of good racing, a chance to improve your skills, an opportunity to meet a lot of good people and a chance to enjoy your boat more than you have ever before.

SO WHAT'S MY EXCUSE NOW?

We know all the excuses sailors can give for not giving racing a try - hell, we invented half of them. My boat is (check one): too new, too old, too heavy, too light, too pretty; to race. I can't race because (check one): it's too expensive, I'm too good a sailor, I'm too bad a sailor, I've got a headache. Baloney!

We think PHRF has taken away most of the excuses for not giving racing a shot, so we're going to give it a try. How about you?

ALLRIGHT, WHO SHOULD I CALL?

Pick up your phone and call Kitty James at (415) 468-0510. She's efficient, helpful, and pretty; she also has all the answers to your questions. Call her between 10:00 and 12:30 and between 1:00 and 4:00 p.m. -- you'll be glad you did.

- Latitude 38

Some PHRF handicaps from southern California. The number indicates the seconds per mile the boat is allowed over the theoretical scratch boat.

ALBERG 35	204	KETTENBERG 50	114
ANGLEMAN 40 KETCH	276	LANCER 28	216
BALBOA 26	216	MARINER 31 KETCH	240
BOUNTY II	198	MOORE 24 (ULDB)	150
BRISTOL 30	216	MORGAN 27	168
C&C 24	222	MORGAN OUT-ISLAND 28	258
C&C 33	156	NEWPORT 27	204
C&C 41	114	NEWPORT 30-2-3	180
C&C 48	60	NEWPORT 41 S	108
CAL 20	282	O'DAY 27	204
CAL T/4	234	O'DAY 32	192
CAL 25	222	OFFSHORE 40 YAWL	186
CAL 2-29	180	OHLSON 35 YAWL	216
CAL 3-34	174	PETERSON 44	120
CAL 40	114	PEARSON ARIEL	252
CAL 2-46	156	PEARSON 10M	144
CASCADE 42	150	PEARSON 30	180
CATALINA 22	270	PEARSON VANGUARD	240
CATALINA 27	204	PEARSON 36	144
CATALINA 30	186	RANGER 23	234
CHALLENGER 32	222	RANGER 26	198
CLIPPER MARINE 30	274	RANGER 33	156
COLUMBIA 9.6	180	RAWSON 30	294
COLUMBIA 23	264	ROBB 35	234
COLUMBIA 2-26	228	SANTANA 20	222
COLUMBIA 30	180	SANTANA 22	246
COLUMBIA 2-34	168	SANTANA 525	198
COLUMBIA 43	96	SCHOCK 22	300
COLUMBIA 50	96	SANTA CRUZ 27	144
CORONADO 25	228	SAN JUAN 21	252
CORONADO 30	186	SAN JUAN 24	216
CORONADO 35 MS	192	SAN JUAN 30	168
CORONADO 45	108	SIGMA 38	168
CT 41 KETCH	204	SEA WOLF KETCH 40	204
DOWNEAST 32	216	SOLING 26	150
DOWNEAST 38 KETCH	222	SPAULDING 33	204
ERICSON 23	264	SPENCER 35	204
ERICSON 27	228	SPENCER 51	126
ERICSON 2-32	174	STAR	162
ERICSON 2-35	150	SWAN 41	108
ERICSON 39	108	TARTAN 27	234
ERICSON 36-C	162	TARTAN 30	174
ETCHELLS 22	126	TARTAN 41	108
EXCALIBUR 26	222	THUNDERBIRD 26	198
FARRALLON CLIPPER	162	TRITON 7/8	252
FOLKBOAT 25	312	TRITON M/H	246
FREEPORT 41	192	VALIANT 32	162
GARDEN 35 KETCH	276	VALIANT 40	138
GLADIATOR 24	240	VEGA 27	246
GULFSTAR 41	150	VICTORY 21	276
HINKLEY 41	168	VENTURE 24	228
ISLANDER 24	258	WESTSAIL 32	204
ISLANDER 28	198	WESTSAIL 43 TM	156
ISLANDER 2-30	180	WYLIE 28	174
ISLANDER 36	144	YANKEE 26	228
ISLANDER 37	150	YANKEE 30-3	168
JAVELIN 35	186	YANKEE 38	120

NORTH POINT PIER

NEW DEVELOPMENTS IN A NEW DEVELOPMENT

In Volume II of Latitude 38 we printed a rather uncomplimentary article about the then proposed North Point Pier project in San Francisco adjacent to Fisherman's Wharf. We liked the fact that the project, although primarily a 27-acre restaurant and craft-shop complex, intended to add 250 badly needed berths to the main part of the bay. We also did like the fact that it would provide jobs and tax revenues for San Francisco, and perhaps even more important, would signal an era of renovation along the City's waterfront.

Yachtsmen who berth their boats in the project are unfortunately going to have to accept being second-class citizens. It will be required that boat owners take their boats out a minimum number of times per month, that they rig Christmas lights the day after Thanksgiving, and that they be willing to participate in various other promotional activities to attract 'visitors' (tourists). All this under the threat of immediate eviction. Somehow is it very disheartening to see sailors reduced to puppets in an area known around the world as being the home port of some of the most magnificent ships and courageous seamen that ever sailed.

It is as clear now as it was then that the marina exists only to placate public agencies and attract customers to the North Point Pier shops and restaurants. Nick Hoppy of the project told us recently that the berths and boats would be there "for the atmosphere" and that the marina will be a real "loss-leader". He said the marina was costing \$3 million to build and would only bring in 180 thousand a year. The 'meat' of the project is the 24 'fine' restaurants and over 100 shops.

Recently our mixed emotions over the project became inflamed when it was rumored that 100 of the berths had already been allotted to the American Boating Association of Oakland (not to be confused with the departed and defrauding American Sailing Association).

It seemed an outrage; could it be that sailors were not only getting the short end of the stick, but that there was only a very little stick to get a short end of? Rumors are often just rumors, so we decided to give our friends at North Point a call.

Nick Hoppy explained that the ABA did have some sort of option on up to 100 of the berths, but it was a very conditional arrangement. Apparently, the ABA rents or leases time on boats to their members, the operating formula being 20 members to every boat. According to Nick, the ABA would get one berth for every 20 members they had signed up. The relationship between the ABA and North Point would be symbiotic — the ABA gets hard to obtain berths, and North Point gets lots of action in the harbor which is what they think the tourists want.

According to the agreement, the ABA would have to have 2,000 members to qualify for the 100 berths. Nick Hoppy declined to say how many they qualified for at this time, but he said it was far, far less than a hundred. North Point wants the ABA to have as many berths as possible — for the activity — but they are only hoping the number will even come close to 50, but that doesn't seem likely at this time.

Because North Point is privately funded they have a relatively free hand in deciding whether or not they wish to allot a large portion of berths to one company. Yet, one must wonder if all the necessary permits would have been approved by the various agencies if they had been aware of North Point Pier's intentions. After all, the project was always identified as being one to serve the 'public'.

(In the last few days North Point Pier has run into some new problems, dealing primarily with the appearance of the garage that goes with the project. It seems that some of the private funding for the project is conditional on the building of the garage and right now that seems to have come to a halt. All along the opening



of the project has been scheduled for October 4 at 11:30 a.m., we do not know if the problem with the garage will delay that opening.)

There is good news in the project for sailors to be sure. Original plans called for the marina to have about 250 berths, now we are told there may be as many as 360. The majority of berths will be in the 30 to 35-foot range, with plenty of 40 foot berths. There will also be a limited number of larger berths up to 60 feet.

Plans are still tentative, but 35 berths

NORTH POINT PIER



will probably go to sport fishing boats, 25 for party charter boats, and 60 berths for 3 or 4 expected yacht dealers. At this time most yacht dealers say North Point Pier wants too big a cut of sales, for a profitable operation; Nick Hoppy says it's a reasonable and standard rate — it remains to be seen if dealers and North Point Pier can get together on a financial agreement.

About 200 more berths will be mostly divided up between the ABA and 'average' yachtsmen willing to accept the marina's unusual berthing requirements.

Of these 200 berths, about 80% are expected to go to sailboats because 'visitors' supposedly would rather watch sailboats instead of powerboats.

The 30 or so remaining berths will be for guest berthing; the berths are large and may hold up to as many as 60 medium sized boats. We think a large number of convenient guest berths in the city is one of the best things to come out of the project and think it will prove to be a popular idea. There will be, of course, a slight charge. One dollar for 4

hours — with validation, naturally. Overnight berths will be \$5 a night. Actually, this seems quite reasonable to us, especially since there just aren't any such comparable facilities at this time.

Early releases stated that berth rates would be about \$2.25 a foot per month. Inflation seems to have taken its toll and the figure now quoted is \$2.75 a foot, but that too does not seem out of line with the rates being charged at other newer marinas.

According to Nick Hoppy, only the ABA is assured of getting a berth, even though over 700 applications have been received. Even if you don't have your application in (P.O. Box 3730, SF 94119) it doesn't mean you can't still get a berth. The North Point Pier people have pointed out all along that they can pick and choose among applicants, and they will. Come the middle of summer boats will be selected on the basis of the 'biggest and best' in the eyes of would be tourists. We understand 'biggest and best' to mean traditional wood over fiberglass, and fancy over plain. Currently there is a slight shortage of applicants in the bigger size ranges, 50 to 60 ft.

Surge has always been a big problem in the city. North Point Pier will have a fixed breakwater which will also be used for public fishing. There will also be a 'wave maize', a floating breakwater made up of old scrap tires — a innovative and commendable idea.

We still feel playing 'step and fetchit' as a loss leader in a tourist attraction is a loser of an idea, but North Point Pier has berthless yachtsmen by the short hairs. Somewhere along the line it seems that sailors should have gotten a better shake, but then this marina is for tourists, not yachtsmen.

Historically sailors have often had a difficult time taking orders, particularly from those whom they think are using them. We think of one local restaurant in particular, a restaurant noted far more for its view of passing boats than its food. Despite profiting from sailors, this restaurant has always shunned the business of those who enter in sailing tog attire. As a consequence, there have been nights when diners gazing out the windows have seen more than one 'moon' over the water. It remains to be seen if North Point Pier 'visitors' get more than their share.

— Latitude 38

STOW & GO

One Friday evening John looked up from the TV news and said brightly, "Let's take a spontaneous cruise this weekend!"

"A what?" I inquired.

"You know, just throw a few things together and cast off. What'dya say?"

"Great", I said. "We've never done anything impulsive before."

special; but I figured we could stop at 7-11 on the way to the boat and get a little bread, mayonnaise, cheese, cold cuts, beer, lettuce, pork and beans, weiners, soup, bacon, sweetrolls, paper plates, and milk and we'd be all set!

"This is going to be fun!" I said. I'll just pack the frying pan, a few napkins, a roll of toilet paper, and some styrofoam cups."

"Better put in some dry matches," he added. "And, I'm sure we used up the last of the coffee."

"Call the kennel and tell them we'll drop off the dog in the morning, and ask Bill next door to pick up the mail and newspapers while we're gone," I reminded him. "I'll get the toothbrushes and the camera. Did you cash a check today?"

"No," he answered, "But we can stop at the Instant Teller on the way to the boat. It's right across from the cleaners and I want to drop off my blue suit."

"I'll call Diana and tell her I can't go to garage sales with her Saturday and you run these seven books over to the library, would you?"

"Mom, Patrick pulled all the strings out of my ABC sewing cards!"

"I needed them for my Topsiders. She has every shoe string in the house!"

"Mom, Patrick squeezed my neck!"

"She kicked me first!"

"Now children," I scolded, "We're getting ready for a fun trip. Bring me your pajamas and each of you pick one toy to take along."

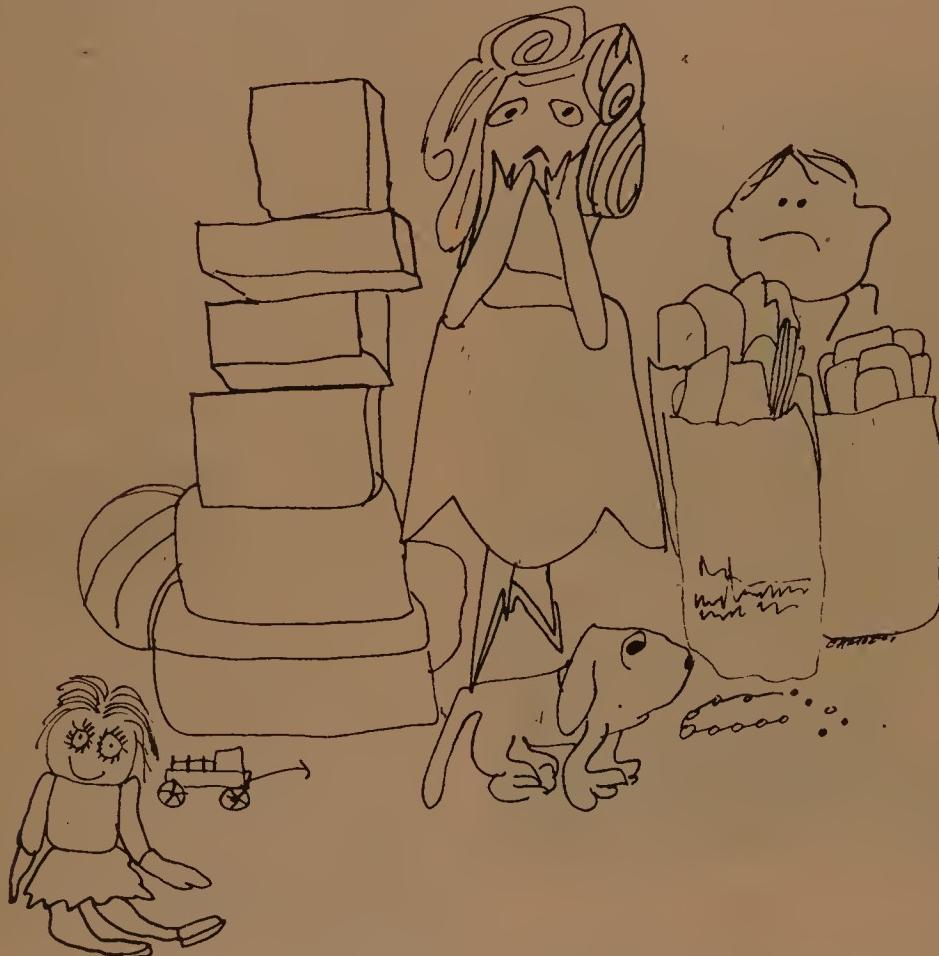
I daydreamed about how our weekend would be spent. Seven year-old Patrick would practice steering the boat. "I want to be a sailor just like you, Dad," he'd say.

"That's fine, Son. Someday we'll build a boat together, just the two of us." And then they would smile affectionately at one another.

Jonelle, the four year-old, and I would create inspired collages using crayons and scissors and natural objects we'd gathered from the shore.

In the evening the whole family would sit around toasting marshmallows and identifying the constellations in the starry sky, or huddle together telling scary ghost stories.

"We might as well take the canopy back to the boat," John said. "I'd like to get it out of the garage."



"Now don't go to any trouble," he said. "Let's just keep it simple."

"Right." I said, going to the refrigerator. "I'll just see what I can toss in the cooler for the trip."

It was bleak. I couldn't imagine how four of us would survive a weekend on two hard-boiled eggs, a limp green pepper, two packages of chicken giblets, and five bottles of catsup bought on

HO! HO!

I went over a mental list and added charcoal, bandaids, aluminum foil, a dish towel, and soap.

"Mom, we don't have any clean p.j.'s."

"I'll just run a quick wash then," I said. I want to take some fresh pillow cases to the boat anyhow. John, will you make some ice cubes? Then we can just pick up some block ice on the way to the boat."

Patrick lumbered downstairs with a shopping bag stuffed with match box cars, tinkertoys, micronauts, a toy sailboat, a cassette player, a dozen marbles, a plastic fishing pole, and a sand pail.

"I said ONE toy!" I objected.

"But Mom, I NEED all these things to keep me OCCUPIED," he whined. "You always tell me to quit bugging you and OCCUPY myself with something . . ."

"Okay, Okay," I said. "But you're responsible for keeping track of all this stuff. I don't want tinkertoys in the bilge."

"Do you have any stamps?" John called to me. "I want to write a couple of bills before we take off."

"No," I said, "but the post office is open until noon on Saturday. We'll stop on the way to the boat."

"Oh no!" exclaimed my son. "Who's going to feed my goldfish?"

"Go across to Matt's house and see if it's okay to leave them there," I said.

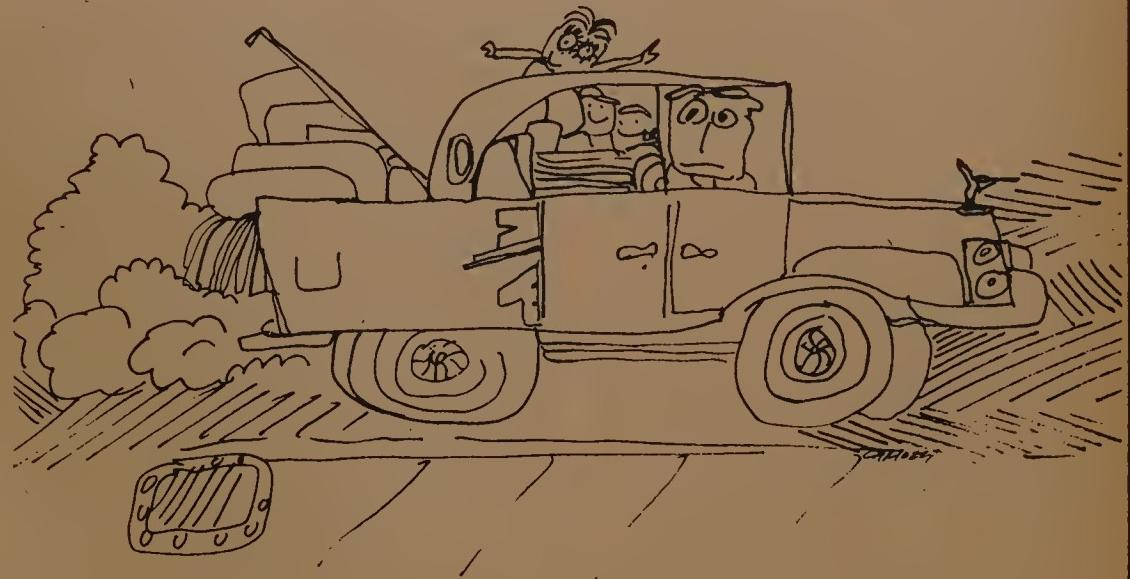
Jonelle came boo-hooing into the room. "I can't find Baby Spitty-up's underpants", she wailed. A ten-minute search ensued, to no avail. I finally improvised a pamper out of a paper towel and masking tape and she happily added the doll to the deck of cards, three puzzles, gold lame hangbag, four favorite books, doctor kit, teeter-totter wrist watch, and shovel that she had decided to take on the trip.

As I folded the laundry, Patrick came back into the house coughing hoarsely. "I hope you're not getting a cold," I said, and made a note to pack some cough syrup, vitamin C and aspirin.

John came in and looked at the array of boxes and bags assembled for the trip. "Hey, you're getting a little carried away aren't you? I said just keep it simple."

"I am," I said. "These are just the bare essentials. Are you going to take your razor and hot comb?"

"I guess I'd better, we might decide to



stop in at one of the yacht clubs for dinner."

"Then I better put in a sweater and slacks. My jeans might not be appropriate. Be sure to get the kids' life jackets, the thermos, and the little Sony. Isn't it fun being impulsive and spontaneous?"

The next morning the station wagon was full to the roof as we started off.

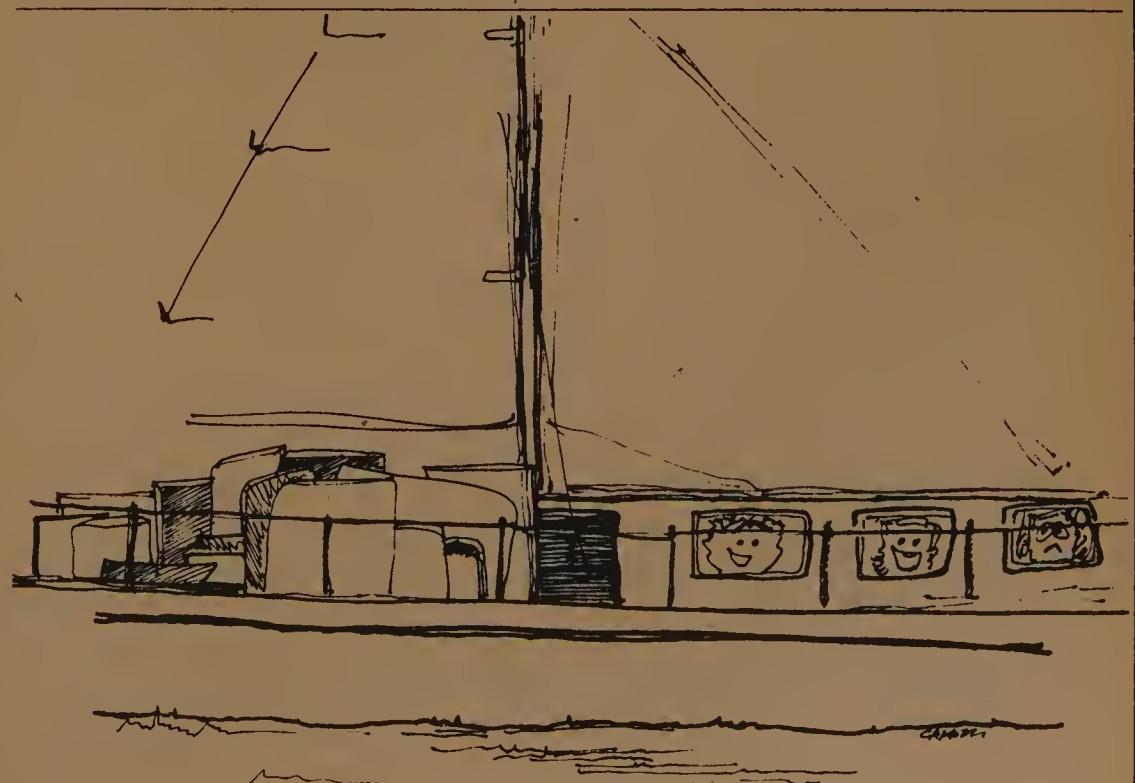
"Mom, she won't give me my race car!"

"Well, he's not playing with it and besides he has my Hansel and Gretel cassette."

"Dammit you kids!" John roared as he jammed on the brakes. We're getting ready for a fun trip and you're going to enjoy it if I have to break every bone in your bodies!"

We only had to turn around and go back home once. We had remembered everything except the keys to the boat.

— Sue Rowley



sketches by Kay Camozzi

HARMONY

LETTER FROM THE SOUTH PACIFIC

Greetings from Paradise,

We arrived at Nuka Hiva Friday evening, December 15, after a 22-day passage.

We had a fast passage down, compared with other boats in our size range. Most boats seem to leave from the San Diego area, and tend to average between 25 and 40 days.

Our voyage was a pleasant one, although a bumpy one due to the speed we were making and the size of the waves. The only unexpected event was the breaking off of the steering vane rudder at the waterline when we were five days out.

The first night out of San Francisco a norther started to blow. Noting serious, winds twenty to thirty knots. Since it was blowing in our direction we simply reduced sail and boomed along at 7 to 10 knots. The norther pushed us all the way down past Baja, and into the tradewind belt. Even the trades were unusually strong, about twenty knots most of the time.

Back to the steering vane. In the rush to get underway I had only given the vane an hour's trial under very light airs. But it passed that test and I was confident that I

could make alterations at sea if needed. Turned out the vane didn't need any adjustments. It worked beautiful, fantastic! Mary and I sat down below reading and sleeping while Harmony barreled along at speeds up to 14 knots in seas of about 15 feet. She steered herself with more finesse than any human hand could, keeping the boat within 10 to 15 degrees of her course even during the heavy seas and high winds.

In retrospect I had made one design error in the vane, basically allowing too much rudder movement. So it was on the eve of the fifth day out as Mary and I sat in the cockpit debating whether or not to take down the double reefed main so we could sleep a little more securely. The boat went over a 15-foot sea doing 12 knots when a small quartering sea knocked Harmony about 15 degrees off course. This caused the vane to react strongly and turn the rudder hard against the stops. As the boat accelerated down the wave the pressure was too great and the vane rudder snapped. Fortunately the vane linkage held the broken half of the rudder, and I was able to quickly unship it and recover it. As I pulled the pieces aboard, I exclaimed to Mary that it was



Paul Slivka has been sailing trimarans since 1962. He brought the main hull and floats in 1968 and the Slivka family spent the next 5 years of weekends completing Harmony.

In 1974, a year after launching Harmony, Paul, Mary and 8 year-old Amy left on their first cruise. They sailed through Mexico, Costa Rica, the Canal Zone and Panama. Plans are relatively open on this trip, and they hope to go as far as New Zealand.

The Slivka's return trip from their first cruise was rather unique. While the distance between Panama and San Francisco is about 3,200 miles, Harmony logged over 4,800 miles. They made only two tacks during the passage, a passage that consisted of 51 consecutive days at sea — highlighted by a thrilling 19 days becalmed in the doldrums.

Harmony had left Panama with eight gallons of fuel, when they arrived back in San Francisco they had 5 of those gallons left. The Slivka's are sailors.

Paul sailed Harmony to a second place finish behind Merlin in last years Singlehanded Race around the Farrallons.

More from the Slivkas in the south Pacific and more on Harmony in the next issue of Latitude 38

repairable, although at the time I wasn't sure how. The problem would be in straightening the trim tab axle (5/16" round stock) that runs in three bearings, and was bent like a pretzel.

Now we were on four and four hour watches, which starts becoming fatiguing after even one day, especially when one considers all of the other "off watch" duties such as sail changes, navigation, cooking and cleaning, etc.

My own watch time, while staring blankly at the compass, was spent devising a plan for rebuilding the vane. But the weather was too rough to work on deck, the wind having backed to the

HARMONY



Tearing HARMONY apart in preparation for a second cruise.

northeast giving us a beam sea, a rough motion, and a constant fine spray across the boat. Finally after three days I decided to do the job in the cabin, on the cabin sole. It went much faster than I had anticipated. I chiseled away the wood around the break, then I built it up with massive layers of fiberglass, using mat, woven roving, and cloth. The finished product came out far stronger than the original. The tab axle I attempted to straighten with a hammer, using the winch top as an anvil, close, but too many washers to run freely in the bearings.

What I needed was a piece of thick

walled pipe of just the right diameter, so that I could insert the axle and true it up. No such thing aboard. But wait! The stock of my 22 lb. danforth was made of pipe. On a chance I pulled it our, cleaned the mud out of the stock and inserted the axle, VOILA!, Werner couldn't have given me a length of pipe with a better fit. Within an hour the vane was working again and for the next 2,200 miles until we pulled into Nuka Hiva. The rudder stop problem was simply solved by a piece of heavy shock cord with adjustable lines so I can vary the amount of rudder play according to conditions.

Enough about the vane, except to say

it is the heart of a well-found cruising boat. I would set off on a voyage without a compass before I would without a good vane, as the input from the former instrument can easily be ascertained from other sources.

Navigation. On the open seas I simply take a moving sun line, cross it with my latitude, derived from a noon sight, check my distance run, and course made good, DR out for the next day and forget it. Total of about 1/2 hour work. I was very surprised that although it was overcast much of the time, I didn't miss a single line. Most day's fixes came in within 10 miles.

Just as a matter of interest, I've spoken with Klauss on the Canadian schooner 'Sea Helen'. He arrived here the morning after us, 41 days out of San Diego.

For navigation he simply takes a noon sight, determines the exact instant of LAN, determines his latitude in the usual simple matter and the Greenwich hour angle at that instant is his longitude. The whole process takes 5 minutes and nothing more than a nautical almanac. He used the same process as Art Piver's "Navigation by ?????????".

Our best day's run was 179 miles, our worst 121 miles. An average day's run was around 150 miles or just over 6 knots. The doldrums which we had fearfully anticipated from our experiences in that latitude on our last cruise, lasted all of 15 minutes. In fact they weren't. As I've mentioned we had a smooth transition from the norther to the northeast trades to an easterly (southeast trades) and finally a north easterly for the last two days.

The motion caused us all to have reduced appetites, Mary and I losing a desired few pounds, but we were never seasick in the real sense of the word. Amy our eight year-old, kept a healthy appetite and looks as radiant as ever.

A special gold star goes to Maynard upon whose suggestion we put aboard 8 loaves of Toscanna's sliced sourdough French bread. It lasted 21 of the 22 days, a few slices of the last loaf spoiling because we didn't properly re-wrap it.

We, of course, have our favorite cruising recipes, which oddly enough we seldom eat while living stateside. But that is out of my department. Perhaps Mary will comment on them when she writes.

HARMONY

Our landfall on Va Huka was right on schedule. We had to pass just south of it to make our landfall on Nuka Hiva. I brought the boat to within less than a mile of the shore, knowing we would suffer a loss in speed being too close to the lee of the island. But it was well worth it as we stood spellbound, watching valley after valley come into view, white sand beaches, with palms down to the water's edge. We could feel the level of excitement building in us as the scenery unfolded.

We made a night-time anchorage in Taiohae bay, but we had a good moon, a well-lit town, and a bay totally free of obstructions. No problem, except I couldn't find any other cruising boats.

Daylight showed five other cruisers. We had expected anywhere up to thirty boats.

One, a wooden ketch of about 50-feet had a jury-rigged mainmast, having broken it 2 degrees north of the equator. For me, it was an opportunity to practice my trade, and I am on my way over now

to look at it and begin plans to splice it back together.

One last incident. I had anchored bow and stern with my generous sized danforth, with trip lines on the anchors. It is about 30 feet with a sand bottom, and I am the only boat in the bay with two hooks out — but to me it is worth the added security in strange waters.

During our second night I awoke to find us broadside to the beach, whereas we had anchored facing the beach. I sleepily got up and checked the anchor rodes, which were taut, and dismissed it as some current. At daybreak when I woke the boat was turned 180 degrees facing out of the bay, held only by the stern anchor. The bow anchor having disappeared. But the bow anchor rode was tight as ever. I winched up a few feet of bow anchor and the problem became obvious. A large manta ray with a wing span of about 8 feet had fouled himself in the rode. What a powerful animal! He had pulled the anchor and chain loose, and tangled the rode, bowline and harness line

into a giant rat's nest, as though they had been wound up on a powerboat propeller shaft.

Not knowing what else to do I winched him closer to the surface, whereupon he became more active and started shaking the boat around like a dog playing with a stick. I could have cut the rode, but I was of course reluctant to do so. He was caught by one of the arm-like appendages that is part of his mouth or jaw. Finally, he shook himself loose and left us with a couple of hours worth of untangling to do.

I sure wonder what would have happened if I didn't have two hooks out. We would have sure gone for a ride, possibly several miles to sea, or worse yet, on the rocks somewhere.

To us, the cruise to date has been a pleasure, and is far exceeding our expectations. Good sailing to all, and don't hesitate when your turn comes to take the big step.

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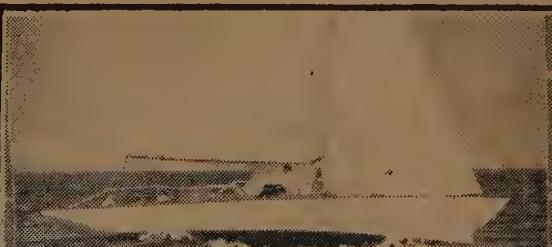
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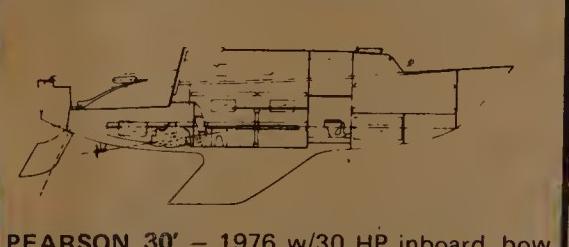
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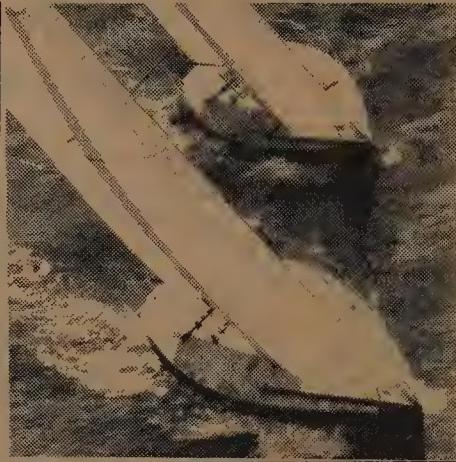
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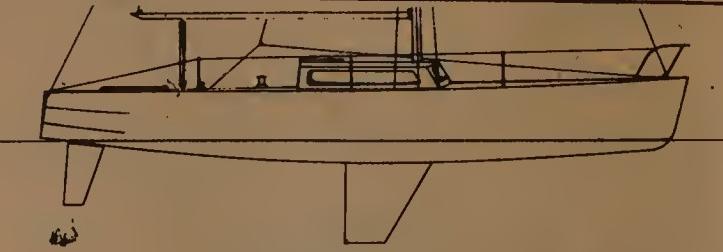
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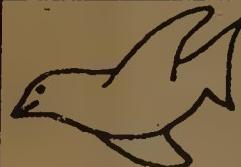
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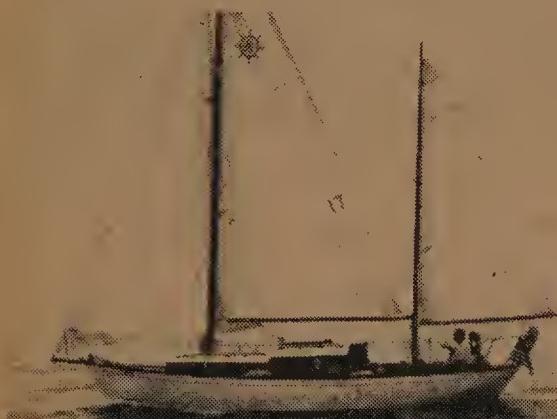
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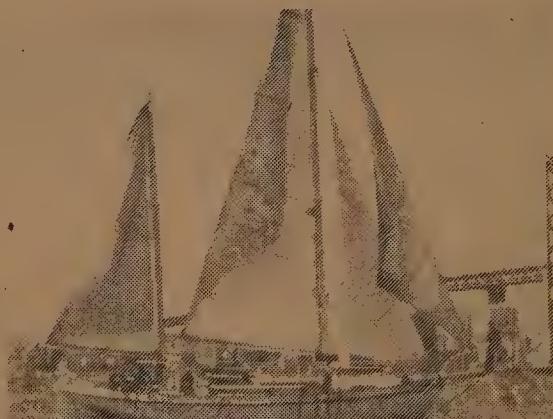
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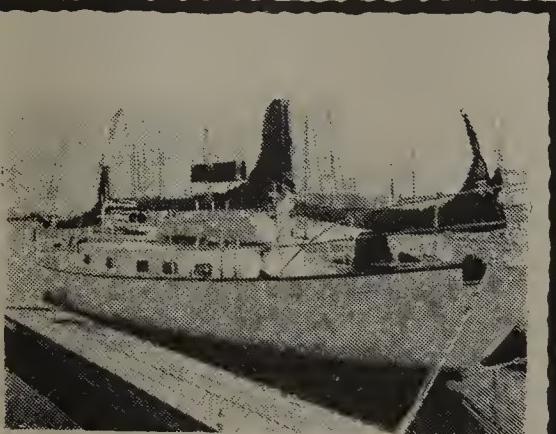
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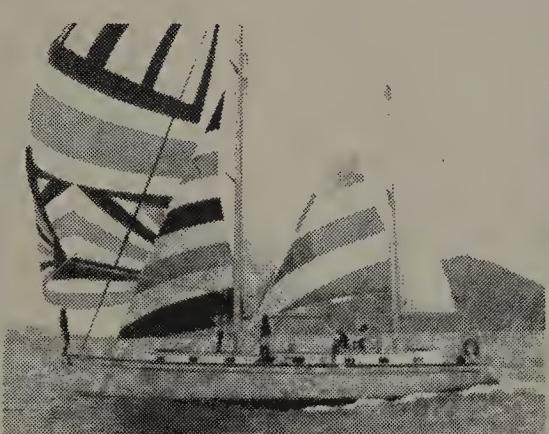
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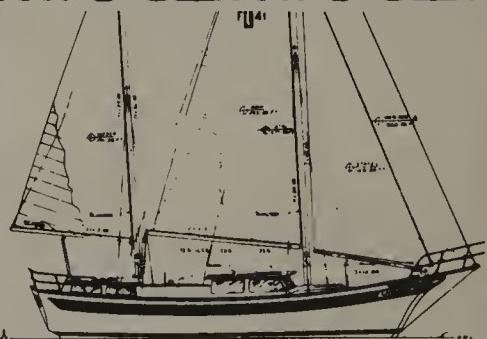


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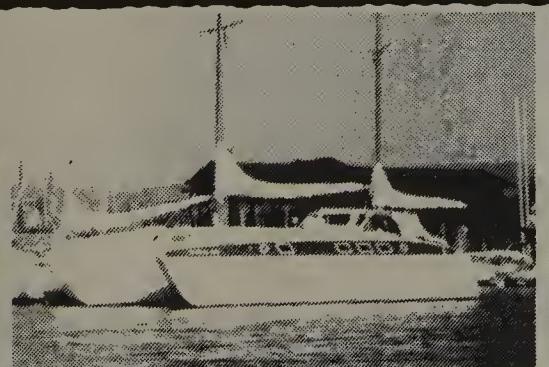


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32' ISLANDER	43,800
33' VANGUARD	30,000
34' HANNA KETCH	30,000
35' BECKER SLOOP	10,800
36' ATKIN "ERIN" SCHODNER	25,000
36' AMUTHON STEEL SLODP	42,900
37' NDRTHERN TRAWLER	42,000
41' ERICSON	49,000
41' CONCORDIA Yawl "Maelstrom"	59,000
50' PIVER TRIDENT (Charter)	72,900

SPECIAL VALUES

NEW & USED

New 8-foot dinghy	\$200
Shipmate S/S Gimbaled 2-burner stove w/oven	311
Honda 7.5 HP Model K-3 Outboards (1 each left)	
Shortshaft	490
Longshaft	515
Shipmate S/S Kerosene Heater, lists at \$205, special 169.80	
Raritan PH Head, New	125
Walker Cherub MK II Log	150
Lionel Log	150
Kainer Worm Drive Quadrant	225
7" Dirigo Box Compass	100
New 36 Gallon Tempo Fuel Tank	75
Westerbeke 4-99 Diesel Engine	1,000
Power Windlass	200
New Galvanized Windlass	570
30 Amp 3-Wire Shore Power Cable, Bulk65/ft.
New Monomatic Head	125
Edson Worm Steering Gear	200
Lowrance Depth Sounder, New	200
Signal Lamp / Complete, 12V	65
Bomar Hatch, 24"x24"	150

**SUPER
PAINT
SALE**

	List Price Gal	Wave Trader's Price Gal		
Woolsey				
Neptune	\$96.30	\$24.95	\$57.78	\$14.97
Super Vinelast	79.50	21.85	47.70	13.11
Blue Streak Vinelast	89.50	24.40	53.70	14.64
Vinelast	69.50	18.75	41.70	11.25
Z-Spar				
Captain's Varnish	29.75	9.90	17.85	5.94
Yachtsman's Varnish	24.55	8.20	14.73	4.92
100 Gloss White	27.05	9.00	16.23	5.40
101 Semi-Gloss White	24.55	8.20	14.73	4.92
2000 Anti-Fouling	46.00	12.90	27.60	7.74
Interlux				
Copper-lux	98.50	26.25	59.10	15.75
Fiberglass Bottomkote	68.95	19.50	41.37	11.70
Jet Speed Varnish	27.35	7.95	16.41	4.77
Topside White Seam Compound		8.50		5.10
Underwater Brown Seam Compound		6.15		3.69
Polysulfide Caulking Compound	17 oz. tubes		17 oz. tubes	
Black, White & Mahogany	\$ 6.95		\$ 4.17	